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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 19TH, 1913.

A FRUITFUL topic of conversation during the past few days has been the circular sent to residents on the Peak by the Director of Education intimating that the Government has arranged to open a school on the Peak and contemplates building the requisite premises if sufficient encouragement offers. In the circular it is stated that at least three attempts have been made (under private auspices) to establish a school at the Peak, "but difficulties have always arisen, due to the natural fluctuation of the population at the Peak, and the recurrent loss of children of school-going years." Only a few days before this circular was issued there was published in the *Hongkong Daily Press* a report on the work of a small school which has existed at the Peak for at least two years, and appears to have given great satisfaction to the parents whose children have been attending it. This school has been managed by a small Committee, of which the Bishop of Victoria is Chairman, and it has become a matter of much unflattering comment that the existence of this school and its Managing Committee seem to have been entirely ignored by the Education Department in making its arrangements for establishing a Government school at the Peak. While we agree that the time has arrived when the Government should establish a school at the Peak, or at least afford some support to private enterprise, it seems incredible that the Education Department in making their arrangements to provide and maintain a Government school at the Peak and in issuing an invitation to parents to co-operate by sending their children to the school should not have had the common courtesy to have first communicated the intention to the Committee of Management of the Voluntary School, and invited their co-operation in the effort. As it is, we understand that the first official intimation of the project was received by the Secretary in the form of the circular which had been sent apparently

at the same time to the Press. A very natural resentment is felt by the parents who have supported the voluntary effort that so little regard should have been shown by the Government for their position in the matter, and if the present feeling endures we are afraid the Government will have to look for opposition rather than co-operation. The bungling of the matter is greatly to be regretted, because the Government school will need all the support it can possibly get from parents resident on the Peak if the school is to become approximately self-supporting. It could scarcely have been unknown to the Education Department that the Managing Committee of the Voluntary School must have incurred expense in the equipment of the school and certain obligations both moral and financial with regard to the mistress, and it is distinctly reprehensible that the Government should have ignored these considerations. An amicable arrangement, no doubt, would have been possible, and, without having any authority for making the statement, we venture to think that the Government school in that event would have been gladly welcomed, for so long as the existence of a school on the Peak is dependent upon the kindness and generosity of a resident who is able and willing to devote a portion of his residence for the accommodation of the school, the institution cannot be regarded as being on a satisfactory and permanent basis. We have long been of opinion that the Government should at least provide school premises on the Peak. No school in that district, whether run by Government or by private enterprise, is ever likely to attract all the children on the Peak of school age, but if the Education Department had not put up the backs of those who have been doing what they can to meet the educational needs of the Peak by private effort, we feel sure that sufficient support could be obtained for the school to at least keep it from being more burdensome to the rates than are the existing schools for European children in other parts of the Colony.

The French mail of the 10th July was delivered in London on the 10th August.

Mr. R. C. Morton, who has been for some years Agent of the Pacific Mail Steamship Company at Kobe, has been appointed the Company's Agent in Hongkong and assumed charge from Saturday last.

The weekly return of communicable diseases shows that last week there were 16 cases of plague; 17 cases of cholera; 4 of diphtheria, 3 of enteric fever, and one of puerperal fever. The cholera cases were all Chinese and 11 proved fatal.

The total number of cases of plague in the Colony from January 1st to the end of last week, August 16th, is returned as 303. Of these 300 were Chinese and 3, other Asiatics. There has not been a single European case. Of the 303 cases 276 proved fatal.

Yesterday was the birthday anniversary of the Emperor Francis Joseph of Austria-Hungary, who is now 83 years of age. In honour of the occasion Mr. von Wiser, the Consul in Hongkong, held the customary reception at which many leading residents attended to offer their congratulations.

CORRESPONDENCE.

A. CURIOUS PARALLELISM.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR,—Shortly after reading Mr. Joseph Mede's article on Dr. Sun Yat-sen, in *Chambers' Journal*, to which you referred in a recent leading article, I happened to read Professor Giles' "China and the Manchus," and came across a literary coincidences which may be of interest to your readers.

Mr. Mede says:—"All this planning came to an end in September, 1911, when the train was fired, beginning with the province of Szechuan, and within an incredibly short space of time half of China was ablaze. By the middle of October the Manchus were beginning to feel that a great crisis was at hand, and the Regent was compelled to recall Yuan Shih-kai, who had been summarily dismissed two years before."

On p. 124 of "China and the Manchus," Professor Giles writes:—"At last, in September, 1911, the train was fired, beginning with the province of Szechuan, and within an incredibly short space of time half China was ablaze. By the middle of October the Manchus were beginning to feel that a great crisis was at hand, and the Regent was driven to recall Yuan Shih-kai, whom he had summarily dismissed from office two years before."

The parallelism is certainly curious.—Yours faithfully,

STUDENT.

EXPERIENCES IN THE TYPHOON.

The chart of the track of the typhoon issued by the Observatory yesterday shows that the typhoon struck the land just a little south of Macao and proceeded inland in a westerly direction passing very close to Pakhoi.

TURTLE HUNTERS CATCH THE TYPHOON.

PARTY OF LOCAL SPORTSMEN EXPERIENCE GREAT HARDSHIPS.

When a tramcar from West Point pulled up at the Post Office about ten o'clock yesterday morning a party of half-clad, weather-beaten and weary men alighted, and made haste to make themselves scarce. They were a party of local sportsmen who left by the launch *Pueris* on Saturday on a turtle hunting expedition to Lantau, and who had the misfortune to encounter the typhoon. All the party were old hands at the sport, and the fact that the red typhoon signals were up when they left, did not trouble them, as they expected to be back in Hongkong early on Sunday before the blow came on. But the unexpected happened, as it often does, and the turtle hunters had an experience which they will long remember, and the like of which they will probably not wish to go through again.

Sixteen men left on the expedition to Lantau, and they were landed at different sections of the island. The first party to put ashore from the *Pueris* comprised Messrs. J. Gibson, J. A. Tarrant, J. Spittles, J. Craik and two of Mr. Gibson's sons. At the next beach Messrs. H. S. Spurge, R. C. Barlow, Martin, V. Sorby and J. James were landed, while at another beach on the island Messrs. E. Miller, Tulip, Maze, Ramsay and another sportsman were put ashore. They spent a few pleasant hours in the sport for which they had set out, and Mr. Miller's party had captured a turtle before the weather conditions began to attract attention and to cause members of the party to think that it was time they were seeking shelter.

Somewhere about 1 p.m. on Sunday morning, when the sea was beginning to get boisterous, the *Pueris* moved along the shore to pick the party up. Mr. Gibson's detachment got aboard safely, and the launch steamed along to the next beach where the anchor was dropped and a dinghy sent ashore to carry off Mr. Spurge's men. At this time the wind was increasing and the sea becoming considerably rougher. It proved too rough, in fact, for the small launch dinghy. The little party, who had cast off most of their clothes to feel freer in the sport in which they were indulging, placed their discarded garments as well as their little stock of provisions, on the dinghy, then got in the frail craft themselves, and the boatman started to pull for the launch. Scarcely fifteen yards had been covered, however, before a heavy sea struck the boat and capsized her, consigning the clothing and provisions to the deep and leaving the men struggling in the water. They all soon found their way ashore, and spent some time searching for missing garments and boots, a few of which were recovered, but unfortunately not enough to go round.

Meantime, those on the launch, seeing what had happened, and thinking that the dinghy had been smashed, decided to go to Chungshan and get a surf boat. As events transpired, it was a very fortunate thing that they arrived at this decision, otherwise the outing, which has only proved unpleasant, must have been disastrous. The *Pueris* had only left about ten minutes, which was sufficient time to take her to her destination, when the storm broke, and had it not been for the accident to the dinghy there is little doubt that to-day Hongkong would have been mourning the loss of a few well-known and respected residents. As it was, the launch got in shelter only just in time, and there was nothing for it but to leave the turtle hunters on Lantau to take their chance.

Still unaware that a typhoon was approaching, the men of the second party regarded the capsizing as a joke, and after collecting all the articles of apparel they could retrieve, they pulled the dinghy above what they considered was high water mark, laid out their recovered clothes to dry, and settled down to a sleep on the sand. How long they had slept none of the party could say, but they awakened suddenly to find heavy seas breaking over them, and as they felt the force of the wind, they realised that they had been overtaken by a typhoon. Gathering together their little stock of clothing and taking the dinghy in tow they proceeded to climb a hill running up from the beach, and when they were far enough, as they considered, from the advancing sea, they made the dinghy fast

to an elephant tree. Then they settled down for another rest, but just before daybreak discovered that the waves were again lapping them, and climbed further up the hillside.

When day broke the rain was pouring down in torrents and all the half-clad sportsmen were miserable, weary and hungry. One member of the party, who thought Tai O was adjacent, suggested that they should start immediately for that haven. The others, most of whose local geographical knowledge was limited, immediately agreed, and the little band started climbing the first hill which was between them and Tai O. But travelling through blinding rain and typhoon winds is difficult in the most advantageous of circumstances, and these men, be it remembered, were but half clad and already exhausted. Nevertheless, they made the start. Mr. Spurge had rescued only one boot from the water, so with a towel he endeavoured to make a kind of slipper for the other foot. But the impromptu slipper was not a success. Slowly the little party struggled up the hill, eventually reaching the top, but by this time Mr. Spurge was a cripple, having injured a tendon of his unbooted foot.

From the crown of the hill they saw Mr. Miller's party approaching, and awaited their arrival. This was about 5 a.m. When the two parties of the same expedition met, Mr. Miller's men were told that the others were making for Tai O, and decided to accompany them. But Mr. Spurge was unable to travel further, so Mr. Sorby remained with him while the rest pushed on. They had but shortly parted company when the typhoon increased in violence, the wind being so strong on the top of the hill that as it struck the two remaining men it stung their faces like sand, while the rain poured down in torrents. For some four hours they sought shelter from the gale under rocks, but the rain beat down upon them during all this time and they shivered with cold. The other men, who hoped soon to arrive at Tai O, struggled along with great fortitude until they met a Chinese and asked him how long it would take them to reach that village. When he told them that a Chinaman could do it in 24 hours, but that it would take a European longer, they collapsed.

After consultation the men decided to return on their tracks, and eventually brought up at a small and sheltered Chinese village. They were received kindly by the villagers, who were apparently very poor, and found asylum in the house of the headman. Here they were resting when Messrs. Spurge and Sorby, who had decided on descending the hill to seek shelter, and who had been literally blown down, arrived. They were welcomed by their weary comrades and by the headman, whose small dwelling was taxed to the utmost by the unexpected arrival of so many refugees. The villagers flocked round to inspect them, and perhaps to sympathise and sell provisions.

But eatables were scarce in that poor village, as the hungry sportsmen subsequently discovered. They were soon searching for food, but had to appease their hunger on eggs, *cunje* and what the villagers called chickens, but what one of the party declared were hens which must have come out of the Ark. Nevertheless, most of them made a substantial meal and slept soundly for a few hours on bare boards. The only difficulty appears to have been that they were so cramped for room that when one man wanted to turn to see if he could get into a more comfortable position by resting on his opposite side, he had to give notice to the others and they all turned together. In addition to the large party in this friendly shelter there was the village elder's family, and anyone who has seen an ordinary Chinese village house will readily understand how great the overcrowding must have been, and what an uncomfortable night the guests must have spent on Sunday.

They were assembled on the beach early on Monday morning, and when the *Pueris* arrived about 7.30 o'clock she was hailed with great delight, and the party lost no time in boarding her. Her course was promptly set for Hongkong, and she ran alongside a West Point wharf somewhere about 10 a.m. The adventurers, by reason of their deshabille, caused considerable attention at the landing stage, but they lost no time in getting to their respective homes, thence to their offices where they reported themselves, after which they returned home to enjoy a much needed rest.

THE GALE AT CHEUNGCHAU.

CONSIDERABLE DAMAGE.

Residents of Cheungchau and week-end visitors had some exciting experiences during the recent blow, which appears to have struck the island with much force. Among other visitors was a party of Y.M.C.A. members, one of whom related his experiences to a *Daily Press* representative yesterday.

Referring to the thunderstorm of Saturday afternoon, he stated that during many years in Hongkong and the Far East he has never witnessed anything so awe-inspiring and withal so magnificent. While dark and lowering clouds moved along and obscured one part of the sky, another part was a lurid red. The heavy peals of thunder were followed by flashes of forked lightning which appeared to zigzag about the island and frequently strike the rocks.

Even after the passing of the thunderstorm it was felt by some of the islanders that the worst was not over, consequently they were not taken entirely by surprise when the typhoon struck them. While the wind was at its height the party in the Y.M.C.A. matshed became alarmed by the rocking of their temporary dwelling, and decided to leave it. As they got outside, a small kitchen matshed which was attached to the main construction was blown over bodily, and went rolling down the hillside until it was smashed to pieces against the rocks. Then the main matshed collapsed, leaving the party shelterless. They started off for the Police Station, reaching there after a strong struggle in the teeth of the gale, which was sufficiently strong to blow one of the party over an embankment. There they found the sportsmen of the launch *Pueris*, whose experiences are related elsewhere, and who were, like themselves, looking for shelter.

But the police quarters could not hold all comfortably, so the Y.M.C.A. party were billeted on different missionaries, who did all in their power to make them comfortable, and whose kindness and hospitality were greatly appreciated by all the members of the party.

But the Y.M.C.A. members were not the only unfortunates. A matshed belonging to lady missionaries and a police matshed were demolished. A number of Chinese houses were practically washed away owing to the high tide and the heavy sea which swept them. A large junk was washed ashore, but all of the crew with the exception of an old man were saved by missionaries and others who went to the rescue. The old man was landed safely, but persisted in going aboard the junk again, and while in the water was knocked on the head with a piece of wreckage, the blow proving fatal. The force of the wind lifted the piles of the ferry wharf about five feet, but the wharf must have been strongly constructed, for it remained intact. Three Government stone lighters were washed up on the east beach and smashed to pieces.

A pathetic scene was witnessed by a number of people on the island during the strength of the gale. A dismantled junk, buffeted and tumbled about by the waves, was being carried out to sea before the eyes of the sightseers, who could not render any assistance, while three people aboard of her were making hopeless and frantic appeals for help. The spectators watched until the junk disappeared from view, "and," concluded our informant, "the memory of those dumb yet heartrending appeals for help which we were unable to render will remain indelibly imprinted on my mind. I trust the unfortunate people came through the storm safely, and have since been rescued."

YACHTSMEN IN PERIL.

A fleet of yachts which set sail on Saturday for a week-end cruise had some thrilling experiences. The fleet comprised the *Scottenden* (Mr. D. K. Blair), the *Bentrice* (Mr. J. A. Dove), the *Evadne* (Mr. G. G. Wood), the *Bat* (Mr. Orchard), the *Spindrift* (Mr. Delaney) and the *White Rose* (Mr. Ainsley). While near Kaulohow Island the yachtsmen observed the typhoon signals on Green Island and shortly afterwards were struck by a heavy squall. Sails were reefed and the squall successfully weathered, but the vessels were driven considerably out of their course. Then the weather cleared and the fleet had an enjoyable run to Discovery Bay. There they were overtaken by the typhoon. The *Scottenden* weathered it comfortably with two anchors out, but had to render assistance to the *Bat*. Mr. Goulbourn put off with a Chinese boy in a dinghy, and got the *Bat*'s head to the wind. The assistance, however, proved of little avail, for Mr. Orchard's yacht was washed high and dry on to a paddy field. Both the *White Rose* and the *Spindrift* were also driven ashore, and the *Scottenden* took their crews off. The latter vessel also rescued the crew of a shipwrecked junk and brought them on to Hongkong. The *Evadne* decided to make for Pingchow, but was driven on the south side of Lantau, where H.M.S. *Otter* went to her rescue. Owing to the yacht's dangerous situation the *Otter* was unable to get close in, and a buoy was thrown attached to a line. The buoy was carried towards the yacht, and Mr. Wood managed to grasp it. Having attached the line to the yacht, he slipped his anchors and was towed to safety.

A few other yachtsmen were out on Saturday when the typhoon came on, but we learn that all have safely returned to the Colony little the worse for their experience.

IN JUNK BAY.

The U.S.S. *Wilmington* appears to have given the shipping moored in Junk Bay on Sunday a bad time. The little cruiser, had been towed to the bay from the Taikoo Dock when she fired a signal of distress, but her anchors did not hold and her drifting gave the officers of other ships an anxious time. She smashed up one of her boats by colliding with the *Tanning*, but eventually her anchors got a firm hold.

A LANDSLIP.

As a result of the heavy downpour on Sunday a landslip occurred at the junction of Macdonnell and Kennedy Roads immediately beneath the Military Hospital. The landslip is a considerable one, and a terrace of Soldiers' quarters in the vicinity has been affected to some extent thereby.

DAMAGE AT OUT DISTRICTS.

The village of Aberdeen appears to have felt the full force of the gale. The main roadway has been badly damaged, and where there was a comfortable passage way for motor cars before the storm, only pedestrians can pass at present. The new reclamation has been practically destroyed, and the damage done to the Tai Sing paper mill is estimated at \$15,000. The golf links at Deep Water Bay are now practically a sandpatch, and some \$4,000 damage has been done to the Brickworks.

At Fanling the matshed of Mr. P. W. Goldring was blown down, and he and his guests had to seek shelter elsewhere.

A railway embankment near Shatin was washed away, causing delay to the railway service, but this damage will soon be repaired.

The Club House recently erected by the United Services Recreation Club at Kowloon was completely wrecked. The strong winds carried the roof away, the ceiling fell in and the walls partly collapsed.

THE TYPHOON AT MACAO.

The typhoon visited Macao on Sunday with great severity, and created incalculable damage on sea and shore. Warning was given on Saturday night by the firing of guns, but it was not till eight o'clock on the following morning that the wind began to blow to any extraordinary extent. It gradually increased in power and soon after half-past one it reached its zenith. The sea literally boiled, furiously lashing the Praya walls, and rolling over the Praya Grande. Big trees torn out by the roots, the roads were cut up very badly, and enormous damage was inflicted on house property in the city. Shutters were violently sundered and blown away, and articles of furniture performed curious evolutions. The inhabitants were practically demoralised. The electric wires were once again destroyed, and the lamps had a very bad time indeed. Several junks capsized and went down in the Harbour, and many lives must have been sacrificed to the fury of wind and wave.

At about four o'clock in the afternoon the storm abated considerably, and comparative calm persuaded many of the inhabitants to emerge from their houses to view the damage. Wreckage was strewn all over the harbour, and some of the streets in the city presented a very deplorable appearance.

INTERPORT SWIMMING.

TEAM FOR SHANGHAI SELECTED.

A large crowd accepted the invitation of the V.R.C. to attend at the Club House last night and witness the final interport swimming tests. Four three-length races were brought off, and the times and finishes were as follows:—
First Race.—H. A. Lammett, 532.5 sec.; Pereira, 544.5 sec.;
Second Race.—Souza, 544.5 sec.; Colmar, 548.5 sec.;
Third Race.—Farmer, 502.5 sec.; Wicheh, 491.5 sec.;
Fourth Race.—Cooke, 474.5 sec.; Finch, 482.5 sec.; Souza, 483.5 sec.

These matches were followed by a game of water polo in which the interport team defeated the Rest by two goals to one.

The members of the team which will represent Hongkong at Shanghai will receive notification of their selection by the Secretary of the V.R.C. to-day. The team comprises:—
C. J. Cooke (Captain).
J. C. Finch.
L. C. Souza.
A. S. Ellis.
J. M. R. Pereira.
M. A. R. Souza.
J. Forbes.
H. A. Lammett.
Private Farmer, D.C.L.I.
Gunner Colmar, R.G.A.

This year Hongkong is sending only ten, instead of, as heretofore, thirteen men. Financially, this will be a saving, but judged from a sporting point of view it indicates a confidence in the ability of Hongkong's representatives. A name which has been prominent in previous interport teams, and which will be missed in the present list, is that of A. A. Claxton, who, unfortunately, is unable to get away this year. Still, a strong and representative team is leaving for the interport events, which will be decided at Shanghai on the 26th, 27th and 28th instant.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AFFAIRS IN THE BALKANS.
CHOLERA AMONG THE TROOPS.

LONDON, August 18th.

Cholera appears to have broken out in various places in Bosnia. Six deaths have occurred, and a number of suspicious cases have been reported.

Numerous cases of cholera are reported among the Roumanian soldiers who have returned from the field, while the Montenegrin troops are being detained at the frontier owing to the prevalence of cholera.

BULGARIA'S STRONG PROTEST.

Bulgaria has presented a Note to the Powers stating that the Turks are marching towards Airjali and Gumuljina. The Note declares that it is iniquitous that the Treaty of Bucharest should oblige Bulgaria to demobilise, while the Turks are permitted to infringe with impunity one of the fundamental dispositions of the Treaty of London, and urges the Powers to prevent the continued presence of the Turks on the Bulgarian side of the Enos-Midia line.

ESCAPE OF HARRY THAW.

FAMOUS AMERICAN TRIAL RECALLED.

NEW YORK, August 18th.

Harry Thaw, convicted, after a sensational trial, of the murder of his wife's lover, Stanford White, in 1906, has escaped from the Criminal Lunatic Asylum at Manhattan in an automobile. The keepers are in pursuit.

LATER.

It appears that Thaw bolted out while an attendant was opening the gate to admit a milkman. He jumped upon a car while the engine was running.

Evelyn Thaw, his wife, fears that he may murder her. She says she is informed that he boarded a yacht on the Coast of Connecticut.

The Asylum authorities are of opinion that he will try to reach Europe.

THE VANCOUVER RIOTS.

ALL AGITATORS TO BE ARRESTED.

VICTORIA (B.C.), August 18th.

The grave unrest at Vancouver continues. Further rioting took place at South Wellington, and several residences were burned and non-Unionists ejected from their homes. A systematic arrest of all the agitators begins on Monday. There are at present 1,000 troops in the disturbed area. Labourites throughout the Province are protesting against the despatch of militia.

GENERAL IAN HAMILTON AND THE CANADIAN MILITIA.

OTTAWA, August 18th.

General Ian Hamilton, who has just travelled 14,000 miles inspecting Canadian Militia, recommends the organisation of a reserve Militia under the Militia Act, rendering all citizens liable to serve. The Act is virtually useless owing to lack of organisation. The recommendation, it is explained, does not necessarily entail universal training in peace, but boy training is necessary.

MORE RIOTING AT LONDON-DERRY.

LONDON, August 18th.

Late on Saturday night Nationalist and Unionist crowds collided at London-derry. There was much fighting, stone-throwing and revolver firing. The police were hard pressed and some were besieged in a house till the military came up. The Unionists received the soldiers with cheers and sang the National Anthem.

The troops were still on duty at midnight on Sunday, but apparently nothing serious is happening.

The Protestants have been complaining of the attitude of the imported police, who are mostly Catholics.

The Mayor of Derry now openly says that a party of the imported police smashed windows with rifles and batons on Thursday.

MR. LLOYD GEORGE'S LAND CAMPAIGN.

LONDON, August 18th.

Mr. Lloyd George opens his long-promised Land Campaign at Bedford on October 10th.

THE OLYMPIC GAMES IN BRITAIN.

APPEAL TO SECURE ADEQUATE REPRESENTATION.

LONDON, August 18th.

The papers publish an appeal from Lords Grey, Harris, Roberts, Rothschild, Strathcona and the Duke of Westminster for £100,000 sterling to secure adequate representation at the Olympic games of 1916.

DACOITY IN INDIA.

CALCUTTA, August 18th.

A serious dacoity has occurred in the Mymen Singh district, in which several thousands of rupees in money, and ornaments, were looted, and one villager killed and two wounded.

The crime is believed to be a political one.

"DAILY MAIL" WATERPLANE RACE.

LONDON, August 18th.

Sydney Pickles is continuing Hawker's fight with the same machine, Hawker being ill from the combined effects of the fumes from the exhaust pipe, the glare of the sun and the noise of the engine.

CANTON DAY BY DAY.

[FROM OUR OWN CORRESPONDENT.]

CANTON, August 17th.

ALL QUIET IN THE CITY.

Since Friday, everything has been quiet in the city, and it would appear to be no exaggeration to say that peace and quietness has been restored and will be lasting. There was a rumour spread about on Friday evening, and on Saturday morning, that there was likely to be a repetition of the fighting and looting that took place in the city earlier in the week, and many people were scared by this rumour. It all came to nothing, and it would appear that it was a story spread about by the coolies and chair coolies guild to scare the people in order that there would be more work for them and that they might be able to claim double wages. A number of people cleared out on Saturday, but the number was nothing out of the ordinary. People have not commenced to return in anything like numbers yet, however, though this week will probably see the most of them return. Business is still dead, and in a trip through the streets to-day I found still the most of the shops shut and not a great many people about. The weather has had a lot to do with this, and doubtless had it been a good day the streets would have presented a more natural aspect. In the district where the shops were looted there has not yet been any attempt to set things in order and every place is still locked up.

HOSPITALS FULL.

The Red Cross Society have done very good work during the late trouble and all the hospitals are filled with their patients. They have been allowed to take possession of any suitable building for their work, and thus they have a lot of branch stations scattered all over the place. A few of their patients have died in hospital, notably one of Lang's officers, while quite a number have been already discharged.

FIRING AT THE EAST OF THE CITY.

Yesterday morning there was firing heard to the East of the city, and it looked as if there was something going on. It turned out to be, however, only some pirates who had been giving some trouble and against whom some soldiers had been despatched. A gunboat proceeded down the front reach till it got opposite the village where the trouble was and then fired on the pirates. This will be the last of the trouble, and he will have to tax all his resources to root the pirates out of the delta, as they have been having a glorious opportunity to ply their trade these days, and with all this excitement at Canton, we have not heard much about their doings.

SOLDIERS BEING DESPATCHED FROM CANTON.

Soldiers are being sent to the different parts of the delta where they are wanted for the suppression of pirates and for the purpose of policing the different districts, and there has been up till the present no trouble about their leaving the city. A big number are to be sent to the Sun Ning, where piracy has been pretty rife and where an armed force to cope with this nuisance is a necessity. There has been not the slightest sign of a recurrence of fighting, and if it were not for the looted districts one would not be able to tell that there had been anything out of the ordinary taking place.

A RUMOUR CONTRADICTED.

In the issue of the Chinese newspaper *Wa Tsz Tat* of the 7th August, 1913, it is asserted that Chen King Wa, the Head of the Canton Police, aspired to be Tathu of Kwangtung. We are authoritatively informed that such is not the case, and that nothing is gained by spreading unfounded rumours. We may add that our own information fully supports this contradiction.

RANDOM REFLECTIONS.

There have been many incidents in the recent disturbances at Canton that remind one of the Gilbert and Sullivan comic operas. How applicable to a large section of the troops, for instance, are these lines—

A rollicking band of pirates we,
Who, tired of tossing on the sea,
Are trying our hands in a burglar's
With weapons grim and gory.

Next, how does this description of the Lord High Executioner fit some of the gentlemen who for brief periods—extremely brief periods—have occupied the Tathu's Yamen?

To the noble Lord High Executioner.

Waited for a favouring gale,
As one sometimes is in trances,
To a height that few can scale,
Save by long and weary dances;
Savely, never had a mole
Under such like circumstances
So adventurous a tale
Which may rank with most romances.
And, finally I can imagine Yuan Shih-kai singing:

I've got a little list—I've got a little list.
I've got a little list—I've got a little list.
I've got a little list—I've got a little list.
I've got a little list—I've got a little list.

In most recent rebellions that have occurred in China foreigners have been seen taking part on one side or another. The most notable, of course, was General Gordon, who crushed the Taiping Rebellion. In the present outbreak attention has been given to the statement that there are forty Japanese volunteers said to be fighting with the Southern troops. I noticed the other day that an American corporal had deserted from his regiment at Tientsin and was a commissioned officer in the rebel army. Probably there have been others in the fighting lines attracted by the love of adventure and of daring deeds—not to say alluring rates of pay. But their occupation, like Othello's, has now gone!

A business man from the North mentioned in a conversation the other day that the Chinese, who since the revolution had shown a tendency to adopt most Western notions and customs and had in consequence developed a craze for European clothing, were now reverting to their own national costume, with the result that there are firms holding large stocks of Western clothing which they find difficulty in selling. The explanation seems to be that the Chinese find that Western attire is neither so cool in summer nor so warm in winter as their own national dress worn during these seasons. Doubtless the question of expense is a consideration, also, as it would mean a considerable outlay to secure a complete European outfit, and it may also be inferred that patriotic reasons weigh with the Chinese, who naturally wish to encourage home industries and patronise their fellow-countrymen rather than foreigners. But behind all the reasons given, it is extremely likely that the Chinese conservative instincts are manifesting themselves and opposing an innovation which means such a departure from old-established notions as to what constitutes a well-dressed man.

Who said that there are no poets in Hongkong? A reader sends me the following:—

LINES, ON BEING WARNED THAT IN FUTURE SIDE CURTAINS MUST BE RIGGED ON LAUNCHES, TO SCREEN MALE MEMBERS OF BATHING PARTIES FROM IMPUDENT SCOUTING.

Last even, after sporting in the brine
Which javes sweet Stonecutters' sandy
benches,
I struggled, panting, to the haven of the
launch

Where I could rapidly endue my...clothes.
But ere they sheltering spread
Around my moist and shrinking form were
placed,

A towel usurped their function for the
nonce,
Leaving a vast expanse of torso bare—
above the waist.

Engaged with kindly chaff and cherry
brandy
I never saw, deliberately approaching,
A lilliputian bark of verdant hue,
Conned by an Officer, fit for Metropolitan,
coasting.

These were the fateful words he spoke
The while displaying quite a modest eye:
"In future, Sir, in view of what has passed
"Touching the scandal which annoyseth
Those on High

"Of Bathers—dressing on a launch
"Minus clothes, towel, or even leaf of fig-
tree,
"A curtain must be rigged, to hide those
horrent folk!

"From casual sight of prurient modesty.
"Not mine to question this surprising
declaration,
"My duty 'tis to hold to durance vile
"All those who show without drill, silk or
twilling
"To any misapprehension, suffering from bile."
He went, and so did I.

Under the friendly cover of the bulwark's
spread,
Groping for boots, for tie, for leather-
casings.

Until adorned, I raised my streaming head.
What of the future? Must I weekly grill
Behind a screen, in close proximity to
smoking funnel.

To hide the hairy muscles any coolie may
display?
Pooh! Bah! Pish! Tush! I'll hie me to a
tunnel!

ROBERTSON RANDOM.

PEKING NOTES.

PEKING, August 18th.

THE INSURRECTION.

The capital continues to be blissfully ignorant of the state of affairs in the South. The advances of Government forces and the retreat of rebel armies are duly recorded, but no news of any value is published. After all, this is only in accordance with Chinese methods. When the Revolution of 1911 was in progress all that Peking knew was that rioting was taking place in the South. Only when the leading Manchus hurriedly left the capital did Peking realise that a revolution had taken place.

People arriving from the South report that while there is a general disapproval of the rebellion, there is a surprisingly strong feeling against the President, who is regarded as having made many mistakes and whose policy has been the means of estranging the South. Be that as it may, the Government is anxious to convey the impression that this is no struggle between North and South, but merely the Government endeavouring to suppress a rebellion and restore order. There is no idea of conquest. It has to be admitted that it would be unfortunate for China if there were to be any sharp division of opinion between North and South leading to a disruption, and Yuan's anxiety to dispel racial prejudice is only natural. The recognition of such a prejudice by the Government would not be in the interests of China.

It is the opinion of those competent to judge that had the rebels been better led the attack on the arsenal at Shanghai would have proved successful. The rebels had in their ranks many foreign adventurers, mostly Japanese, and the Government troops included several European volunteers. Indeed, it was to their suggestion to erect barbed wire entanglements that the safety of the arsenal was largely due. I am told that a certain foreign ship laden with arms and ammunition, including torpedoes, cruised off Shanghai for some days without landing her cargo. A little enterprise, it is said, could have brought them by a circuitous route within the rebel lines, but the military experience and resourcefulness was lacking, and so the valuable material was not utilised as it might have been.

Much speculation is aroused as to what Dr. Sun Yat-sen, who has been denied a shelter at Shanghai, will do. The question which arises is whether the man whose propaganda carried on for many years resulted in the expulsion of the Manchu Dynasty is still to be reckoned with as a powerful influence among his own people, or whether he is so discredited as to cease to be a force in the land. Doubtless the answer will be forthcoming within a few days.

THE POLITICAL SITUATION.

In Chinese politics it is the unexpected that happens. When the House of Representatives approved of the appointment of Mr. Hsueh Ling as Premier it was contemplated that the Kuomintang majority in the Upper House would throw out the recommendation. However, the Senate last week consented to the nomination, and Mr. Hsueh was duly appointed. This action of the Kuomintang may discount somewhat the assertion that the party is a reactionist, especially in view of the readiness with which it later complied with the Presidential mandate calling upon it to expel those leaders who had associated themselves with the rebellion. The Peking section of the party disapproves of the rising, and this knowledge must undoubtedly strengthen the hands of the Government in its efforts to restore peace.

The disruption of the Chin-ping-tung owing to the defection of the Kuomintang was perhaps to be expected in view of the fact that the three parties were not united by any pronounced cohesive principle. It does not follow that the Government will consequently be embarrassed, as the likelihood is that another party will be formed to take the place of the one that has disappeared.

THE CANTON-CHUNKING RAILWAY.

The agreement concluded between Sun Yat-sen in the name of the Chinese National Railway Corporation and Lord French on behalf of Messrs. Pauling & Co. for the construction of the railway from Canton to Chunking is likely to stand in spite of Dr. Sun having been deprived of his powers and notwithstanding that the Corporation has been placed under the control temporarily of the Department of Posts and Communications. I hear that the scheme has been viewed favourably in the highest circles, and that there is every likelihood of its being approved by both Houses of Parliament.

EXTENSIVE FLOODING.

Another of those floods which cause so much loss to life and property in China occurred this week-end. The country is inundated, and much misery and loss of life is certain to be occasioned, though the reports have not yet reached the capital. The Peking-Hankow Railway has had its embankments washed away in places, and the service has had to be suspended.

MARTIAL LAW.

Peking is under martial law, and the police are very strict in prohibiting loitering at night, but with this exception there is little difference from the ordinary state of affairs. The Note from the Chinese Government to the Legations asking for a motion picture response, martial law was issued a week ago by the Legations prohibiting Chinese, other than domestics, from living in the Legation Quarter. This meant that Mr. C. T. Wang, the Vice-Speaker of the Senate, had to vacate his room in the Hotel d'Wangons Li.

SUPREME COURT.

Monday, August 18th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM REES DAVIES (CHIEF JUSTICE).

A CHARGE OF MURDER.

The Attorney-General (Hon. Mr. J. A. S. Bucknill, K.C.)—In the case of *R. v. Chi Yau Tin*, who is charged with murder, I understand that the ship on board of which the witnesses for the Crown are will not be in till next Monday, and I propose, subject to your Lordship's approval, to call on the case, and to ask your Lordship for a remand.

His Lordship—Do you want it fixed for Monday?

The Attorney-General—I think the 26th would be better. The boat might not get in till Monday evening. I cannot say for certain.

His Lordship—Perhaps you will kindly mention the case again at the end of the Session.

MAIL ESTIMATE AND WARRANT ISSUED.

Fung Chi Wan, who was committed for trial on a charge of bribery, did not surrender to his bail.

The Attorney-General said he understood there was a possibility of the accused failing to appear.

On his name being called, and on his failing to respond,

His Lordship said—Do you ask that his bail be forfeited?

The Attorney-General—If your Lordship please, and perhaps your Lordship will issue a bench warrant for his arrest. The bail was estranged accordingly, and a warrant will issue for the arrest of the accused.

ALLEGED MANSLAUGHTER.

Lo Pan, Tsui Yung and Tsang Yung Sang were arraigned on a charge of manslaughter. Prisoners pleaded not guilty, and the following jurors were sworn:—Messrs. Carl Meyer (foreman), T. W. Hornby, G. M. D. D. Wolf, A. Ritchie, E. Leung, G. W. Binder and G. J. Escher.

The Attorney-General, in opening, informed the Court and jury that the defendants were coolies who were engaged in the pulling of meat trucks from the slaughter-house to the meat market. Deceased was a meat salesman, who bought meat when it came from the slaughter-house. In the ordinary course of their business the accused, on May 25th last, were taking a load of meat to the market, and apparently the deceased buyer or salesman was waiting for the truck to arrive. There was apparently some dispute over the meat. From the evidence that would be called it would be shown that the three accused were seen striking the deceased on the head and on the body. They knocked him down and he died. The probability was that in his fall he struck a wheel of the meat truck. It was also probable that if in his fall he had not knocked his head against the wheel he might not have died. The circumstances were not so serious as if he had been attacked with weapons or arms and death had resulted.

The jury found the prisoners not guilty, and they were discharged.

BEFORE HIS HONOUR MR. J. H. KEMP (PUNISH JUDGE).

KIDNAPPING.

Chan Ho pleaded not guilty to a charge of kidnapping, and the following jury was empanelled:—Messrs. C. W. Bewick (foreman), D. Runjahn, R. H. B. Croucher, E. Seth, A. David, R. I. Stubbs and G. H. J. Liebach.

The Crown Solicitor (Mr. P. M. Hodgson), who appeared for the Crown, said the charge this woman was in the dock upon was that on July 22nd she unlawfully detained a male child of the age of five years with the intention of depriving his lawful guardian of the lawful possession of the child. On July 22nd there lived in this Colony a widow with a little daughter and an adopted son. She went out in the morning about 8 o'clock, and when she returned in the afternoon about 4 p.m. she found the child missing and at once reported the matter to the police. The child was found that evening with the accused on board the river steamer *Hoi Ming*, and accused, when questioned, answered there and then that she was taking the boy away because he had been given to her. At the Police Court subsequently she said a man asked her to take the child to Canton, and gave her \$2. Although a short case, this was nonetheless a very serious one.

After hearing the evidence the jury returned an unanimous verdict of guilty, and prisoner was sentenced to five years' imprisonment with hard labour.

A CUNNING THIEF.

Chan Wing pleaded not guilty to two counts of larceny, and the same jurors sat as in the previous case.

Mr. Hodgson stated that the prisoner was charged with stealing a jacket valued

at 70 cents and a pair of pyjamas valued at \$2.10, the latter being the property of the Government. On April 28th an office boy employed in Queen's Buildings went to his office in the morning, and preparatory to starting to clean up, took off his coat and hung it up outside the door. The prisoner, thinking he saw a good chance of getting a coat, seized the jacket, but, unfortunately for him, he was seen by the office boy. He ran on to the roof of the building, the boy giving chase, and when he came down again and realised that the boy was a faster runner than he was, he threw himself downstairs and pretended to be dying. He was removed to hospital in an ambulance and kept there one night. In the morning he had gone with nothing on but a pair of pyjamas.

The jury returned a verdict of guilty, and prisoner was sentenced to 18 months' hard labour on each count, the sentences to run concurrently.

A CHUNGCHAU ROBBERY.

Choi Sing was indicted on charges of robbery by two or more persons, kidnapping and returning from banishment. Prisoner pleaded not guilty on the first two counts and guilty on the third.

The following jurors were sworn:—Messrs. J. McIntyre (foreman), J. T. da Souza, H. A. Florin, F. Martin, N. V. A. Croucher, J. A. Tarrant and F. X. dos Remedios.

Mr. Hodgson stated that five men, of whom prisoner was said to be one, committed an armed robbery at Chungchau on June 30th. A quantity of goods were stolen and a boy under the age of 14 was abducted, presumably for the purpose of being held to ransom.

The case is proceeding.

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NOTICE IS HEREBY GIVEN that under instructions from the Management I have ASSUMED CHARGE of the Local Agency of this Company from the 16th inst.

R. C. MORTON,
Agent.

Hongkong, 18th August, 1913. [986]

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Hongkong, 19th August, 1913. [4]

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Hongkong, 18th August, 1913. [983]

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Hongkong, 16th August, 1913. [976]

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By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.

Hongkong, 5th August, 1913. [958]

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WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Buttner & Son, where we are displaying an entirely new, Handsome, and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

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CHELLARAM.
Hongkong, 26th July, 1913. [967]

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Hongkong, 8th May, 1913. [552]

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Hongkong, 29th July, 1913. [915]

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THE THIRTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, 8, St. George's Building, 8, Connaught Road, Victoria, on THURSDAY, the 28th August, 1913, at 11.30 in the morning, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1912, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th August, to THURSDAY, the 28th August, 1913, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 16th August, 1913. [980]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1913, at the rate of TWO POUNDS STERLING per Share of \$125 is Payable on and after MONDAY, the 18th August, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.

Hongkong, 16th August, 1913. [979]

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

DIVIDEND WARRANTS due London 25th June, 1913, may be had on application at the Office of the Undersigned.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 16th August, 1913. [981]

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St. George's Building,
Hongkong, 18th August, 1913. [972]

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Hongkong, 26th June, 1913. [45]

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Amoy, Canton, Foochow, Keelung, Singapore, Kobe, Nagasaki, Osaka, Shanghai, Tientsin, Yokohama.

HONGKONG OFFICE,
8, DES VAUX ROAD.
Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [633]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 25, Bishopsgate, E.C.

BRANCHES:—
Bombay, Calcutta, Canton, Cebu, Colon, Emporio, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS \$7,000,000
equal \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

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THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 2nd November, 1912. [222]

THE SPECIE BANK LIMITED.

Authorised Capital Yen 48,000,000
PAID-UP CAPITAL Yen 30,000,000
Reserve Fund Yen 18,000,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Amoy-Hain, Canton, Calcutta, Cebu, Colon, Hongkong, Hankow, Harbin, Honolulu, Kobe, London, San Francisco, Los Angeles, Shanghai, Lyons, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 31st March, 1913. [464]

BANKS

NEDERLANDSCH-INDISCH HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1803.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital Fl. 17,407,000 (£1,450,583)
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HEAD AGENCY: BATAVIA.

LONDON BANKER:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central.
Hongkong, 15th August, 1913. [12]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

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HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,700,000
RESERVE LIABILITY OF PROP'ORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [153]

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Hongkong, 5th April, 1913.

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A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic

Flowery Land," etc.

THE VOLUME, which consists of 481 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwellin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

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VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Waldemar* left Sydney on the 25th July, and may be expected here on or about 19th August.
The E. & A. str. *St. Albans* left Sydney on the 26th July, and may be expected here on or about 20th August.
The N.Y.K. str. *Kumano Maru* (Australia Line) left Thursday Island for Hong Kong via Manila on the 14th August, and is expected here on the 25th August.

THE CANADIAN MAIL.

The O.P.R. str. *Monteagle* left Shanghai on the 18th August, at 10 a.m., and is expected here on the 20th August, at 5 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Zurich*, carrying the German mails, with dates from Berlin of the 23rd July, left Singapore on the 18th August, at 4 p.m., and may be expected here on or about the 20th August, at daylight.

MERCHANT STEAMERS.

The Barber Line str. *Shimoda*, from New York, sailed from Shanghai, for Hong Kong on the 10th August, and is due here on or about the 18th August.
The German str. *Berona* left Sandakan, a Josselyn and Kudat on the 18th August, and may be expected here on or about the 19th August, at 6 a.m.
The I.G.M. str. *Prinzess Alice* left Shanghai on the 16th August, at 6 a.m., and may be expected here on or about the 20th August, at 6 p.m.
The str. *Torilla*, from Kobe, left Moji on the 14th August, at 6 a.m., and may be expected here on or about the 19th August.
The str. *Dilwara*, from Calcutta, left Singapore on the 15th August, and may be expected here on or about the 20th August, at 6 a.m.

The Nanyo Yusen Kuni str. *Riojun Maru*, from Java, sailed from Surabaya for Hong Kong direct on the 10th August, and is due here on or about the 21st August.

The P. & O. str. *Nore* left Singapore for this port on the 16th August, at 7 a.m., and is due here on the 21st August, at about 6 a.m.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Yokohama for this port via ports on the 10th August, and is expected here on the 22nd August.

The N.Y.K. str. *Miyazaki Maru* (European Line) left Yokohama for this port via ports on the 13th August, and is expected here on the 25th August.

The N.Y.K. str. *Hirano Maru* (European Line) left Colombo for this port via Singapore on the 14th August, and is expected here on the 27th August.

The N.Y.K. str. *Awa Maru* (American Line) left Seattle for this port via ports on the 25th July, and is expected here on the 31st August.

The Swedish East Asiatic Co.'s str. *Teddo* left Gothenburg on the 23rd July, and is expected to arrive here on or about the 7th September.

The N.Y.K. str. *Sado Maru* (American Line) left Seattle for this port on the 12th August, and is expected here on the 14th September.

The T.K.K. str. *Bayo Maru* left Manila for Honolulu on the 25th July, and is due in Hong Kong on the 26th September.

The N.Y.K. str. *Tanaka Maru* (European Line) left London for this port via ports on 2nd August, and is expected here on 10th September.

The str. *Glenloghan* passed the Suez Canal on the 25th July for Hong Kong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Hangsang, from Shanghai, is due in Hong Kong 19th August.

Pachang, from Calcutta, is due in Hong Kong 20th August.

Den of Crombie, from London, is due in Hong Kong 20th August.

Harpyce, from Portland, is due in Hong Kong 21st August.

ON SALE.

BOUND VOLUMES OF THE HONGKONG DAILY PRESS, JANUARY TO JUNE, 1913. With Index. Price \$7.50.
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Hongkong, 30th July, 1913.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 23rd.

"THE CHINAMAN'S FRIEND."

The newly-elected President of the Wesleyan Conference, the Rev. S. F. Collier, is known as "the Chinaman's friend," because of his active interest in the Chinese colony in Manchester. There are some three hundred Chinese in that city of cotton activities, and these Mr. Collier has made his special care, giving them all the encouragement possible to assimilate Western ideas. Most of them are laundrymen and, judging by the appearance of the crowd of them which gathers every Sunday at the Albert Hall to hear Mr. Collier, they find the northern atmosphere conducive to happiness and prosperity. They are for the most part young men of eighteen to twenty-five years of age, who are eager to learn English, especially as no strenuous efforts are employed to make them adopt Christianity. Since the revolution, I am told, a very distinct change has come over these Chinese. Their national pride has been awakened; they are less shy and they dress with greater smartness. The mission conducted by Mr. Collier has had powerful results in the matter of hygiene. From time to time the minister or his assistants are invited to tea by an Oriental laundryman, and usually on the first occasion they find the surroundings far from clean. They invite the Chinese in return, and when he is with them he can be seen closely watching the preparations for tea and the details of the household management. Then there is a further invitation to visit him, and on that second occasion the Chinese habitation leaves nothing to be desired in the matter of order and cleanliness. Most of them are Cantonese. Their existence is lonely, for they are without their womenfolk—hence the existence of numerous gambling dens and other undesirable haunts, where they amuse themselves according to their fashion. They fortunately have no feuds among them such as exist in several American cities, and they are said to be entirely united on the side of the Southern army in the present crisis in China.

CHINESE BONDHOLDERS.

So far as England generally is concerned, the assurance that the interests of stockholders in the Chinese loans will have their interests safeguarded wherever wins has taken the edge of preference. Most of the papers hold an even balance between the aspirations of the North and the South, but some, like the *Daily News*, charge Yuan Shih-kai with being the cause of the trouble. The paper editorially remarks:—"The origins of the trouble are clear enough. From the first Yuan Shih-kai has aimed at two objects: the securing and strengthening of his own authority, and the establishment of a Constitution as little republican as possible. To further these purposes he has borrowed money abroad on the most usurious and discreditable terms, and he has made a treaty practically surrendering Mongolia. The democratic party has been convinced that his policy is dangerous to both the liberties and the integrity of China. Hence the recrudescence of revolt." The *Daily News* is not the safest of guides to follow when it deals with Chinese politics.

WESLEYANS AND "HERESY."

Writing of the Wesleyans reminds me that they had a sharp tussle among them over the old trouble of heresy. It has been going on for several weeks, and has just been closed in favour of the accused by the narrow margin of seven votes. Last year the Rev. George Jackson was appointed by the Wesleyan Conference to the post of Resident Tutor at Didsbury Theological College. This minister is well-known among the denomination, both as a teacher and as a preacher. There was little or no opposition to the appointment, but soon after he published what is known as his *Expository Lecture* for 1912, in which he accepted and approved of some of the methods and results of historical and scientific criticism as applied to the Bible. Thereupon another prominent Wesleyan, the Rev. G. Armstrong Bennetts, wrote a denunciatory pamphlet, which has roused a section of the denomination to such a pitch that they are demanding the rescinding of the appointment of Mr. Jackson. Even among the Wesleyans, however, the conviction is growing that the Church and her teaching is all the better for being strengthened by the light of modern discovery and belief. I may add that great interest has been shown in the report presented by Dr. Haigh on his visit to the missions in China and his plea for the urgency of the movement in this present crisis in China's history. Dr. Haigh pleaded for twenty more missionaries for China and a great Central Hall for Canton. He announced that in answer to his appeal a brilliant medical man had relinquished his lucrative practice and had placed himself in readiness to go to any part of China where he was held to be most needed. There is a deficit on the mission funds, but the Conference has decided there shall be "no retrenchment, but a forward movement." Two missionaries, Rev. C. W. Andrews and the Rev. William Goudie, were forthwith approved for China, the former to proceed immediately and the latter next year. Dr. Haigh is looking for a specially magnetic personality to take charge of the Canton Central Hall.

A FORTHCOMING WEDDING IN BANGKOK.
The announcement is made in Heidelberg that Prince Randsitz of Siam, who has been studying at the famous old

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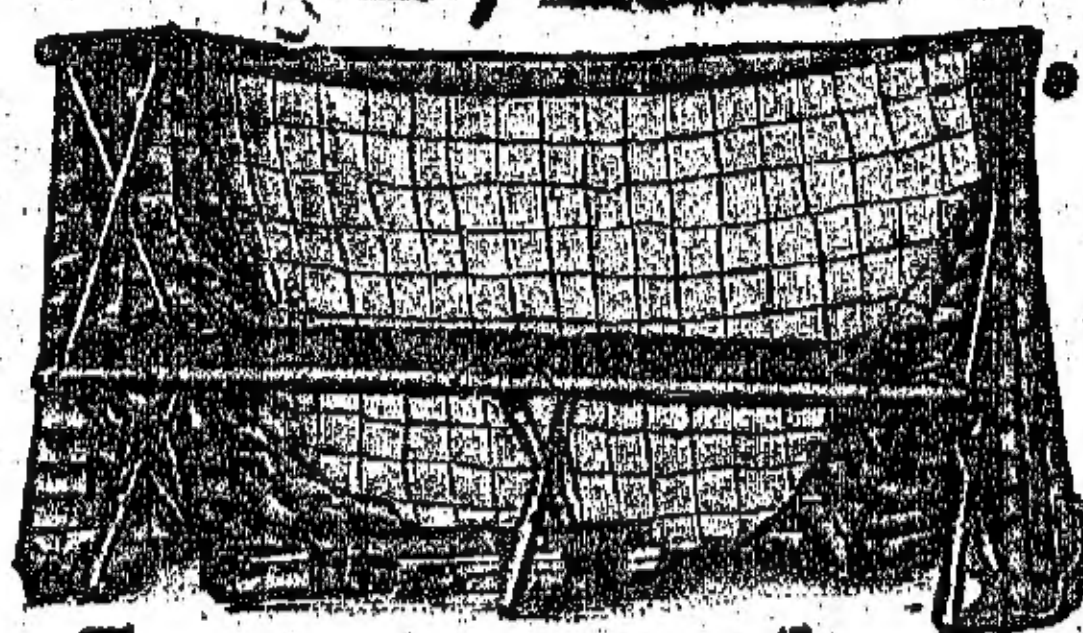
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German university, has become engaged to a young German lady, Fraulein Elizabeth Scharnberger, whose mother and sister will attend the wedding in Bangkok.

OPIMUM SMUGGLING AT MACAO.

Though the Lisbon politicians are being kept busy dodging bomb-throwers who want either a less or a more radical policy in operation, the Minister of Foreign Affairs has been able to give a little attention to the opium question and has approved the terms of the accord made in London last month between the representatives of Portugal and England concerning the opium monopoly and administration at Macao and Hong Kong. Extra measures are to be taken to suppress the trade in contraband opium through Macao.

SHIPPING DEALS.

Shipping deals are still proceeding apace. The absorption of the Bucknall Lines by the Ellerman concern is in accordance with the policy decided upon by Sir John Ellerman a few years ago. The Bucknall Company was established in 1900, when values were at their height, but there were heavy losses during the South African war, with the result that in order to provide for the deficiency, the capital was reduced from £850,000 to £385,000. Sir John Ellerman, on being appealed to, reorganised its finances with such success that in addition to a management fee of 1 per cent. on the gross turnover he receives a big sum annually by way of profit on the transaction. Sir John was, in fact, the first to realise the importance of combination in shipping enterprises, and one of his successful deals was the formation of the International Mercantile Company. The extent of the enterprise of the Ellerman and Bucknall Lines is shown in the Suez Canal report for last year. The two concerns paid dues on 1,242,000 tons, which is even 200,000 tons ahead of the P. & O. The joint services are world-wide and there is no sign of any restriction in the future.

DR. PAGE ON TROPICAL DISEASE.

The new American Ambassador, Dr. Page, speaking at the Anglo-Saxon Club the other night, made an announcement of great importance almost casually at the end of his speech. Alluding to the physical deficiencies of the people in tropical countries as compared with people of other climes, he said they were largely due to the disease known as hookworm. That disease was known in the time of Pharaoh and had produced anemic races. An American citizen had given several million dollars, the income of which he wished to be spent in international health work for the eradication of the disease. This achieved, it was conceivable that the men of India, China, Japan, and Central America might become the equals of the Anglo-Saxons, who might not find the leadership of the world so easy. It subsequently transpired that the actual amount of this fund is £20,000,000. Dr. Page has further explained that a number of wealthy men have become associated with the original donor to complete that fund, but their identity is not available to the public at present. One of the commissioners of the new International Health Commission is to visit England shortly. The income, which will amount to about £1,000,000 a year, will be applied to the cure and study of disease among native races in all parts of the world, special attention being paid to anemia. It was pointed out that there were many poor people suffering from anemia in Europe and the United States, requiring treatment quite as urgently, but the Ambassador replied that there was nothing among the white races of the character of the disease it was sought to combat. "In the case of the native races," he said, "you might feed up the sufferers from anemia, place them in the best environment, and give them the best possible chances of renewed strength, and then find it was all of no avail. What we want to find is the cause of the disease and then it can be treated, perhaps eradicated." In comparison with this fund even the two millions sterling set aside by Mr. Carnegie for the support of British libraries seems comparatively small.

THE PAYMENT OF M.P.'S.

The Unionist party is reported to be considering a proposal whereby honours are to take the place of the "detestable" £400 a year now paid to British Members

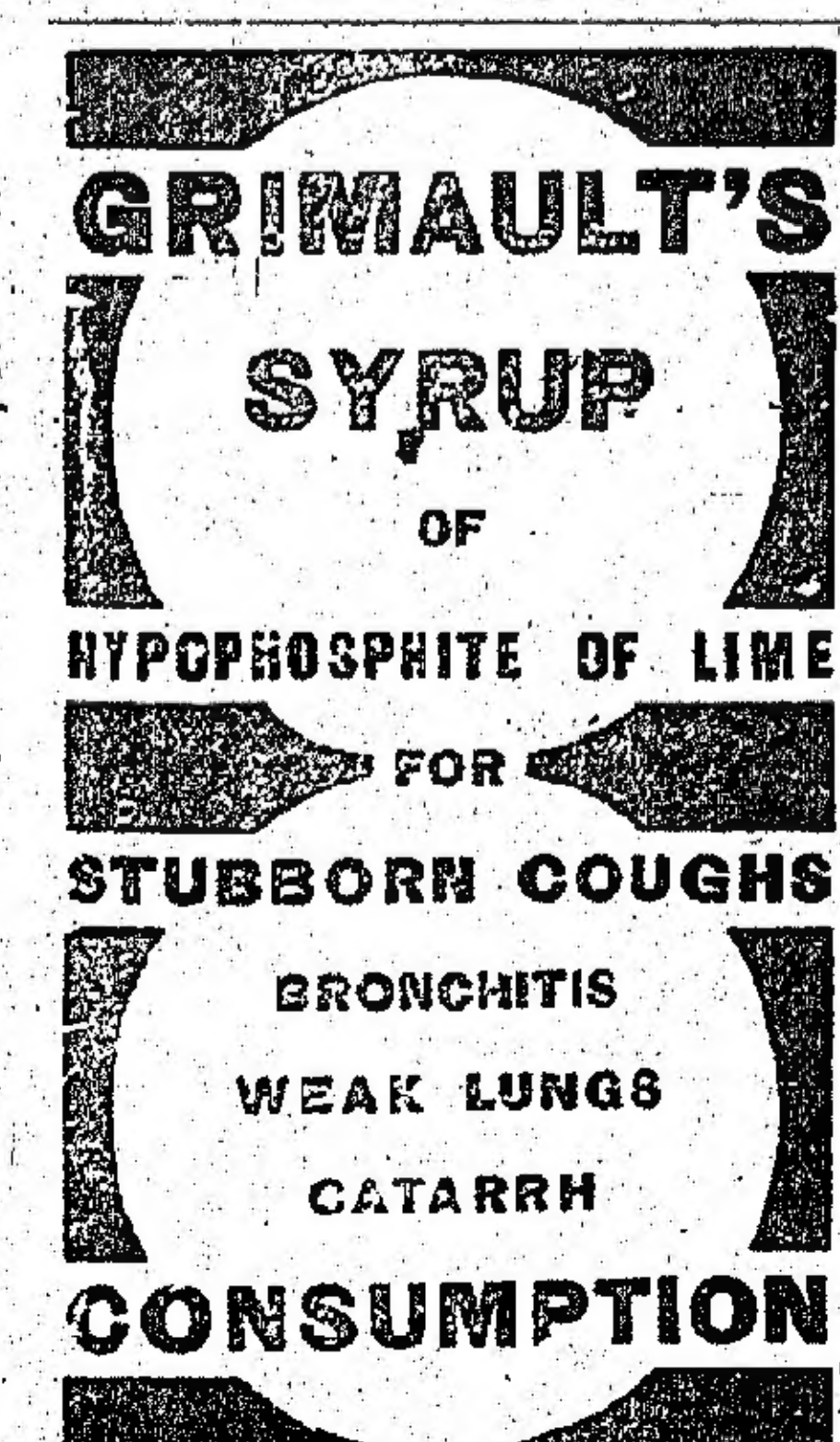
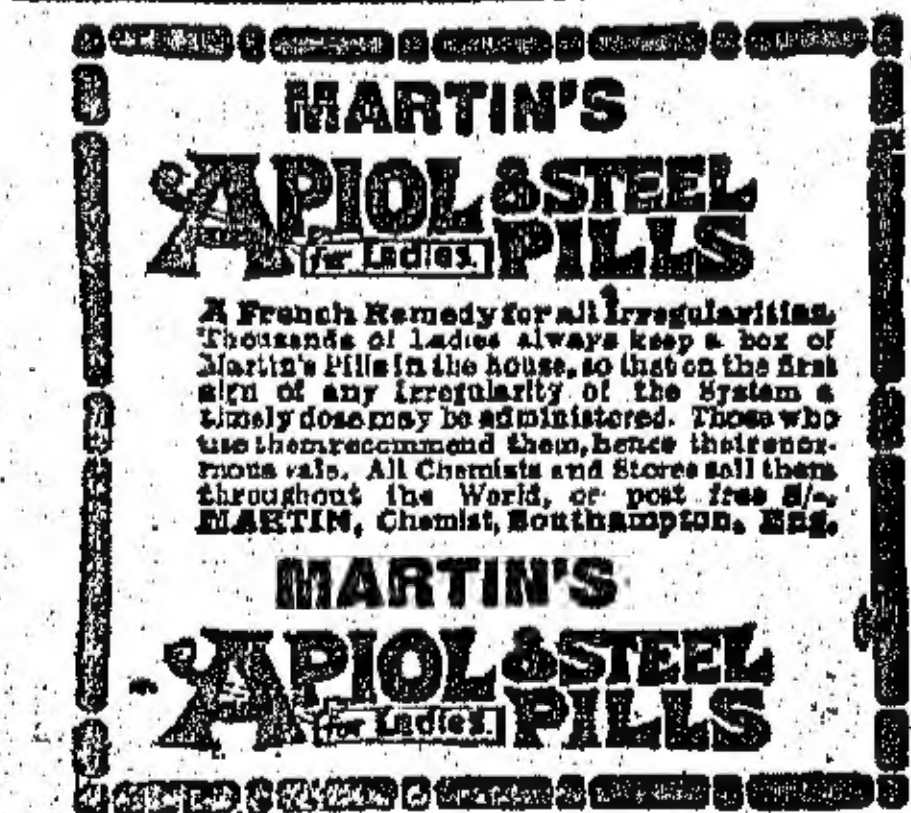
of Parliament. The suggestion is that members should adopt the Colonial and American custom and be entitled to the prefix "honourable" in the personal sense. In an impersonal sense the title is already given during the debates in the House. It is interesting, no doubt, but it will take a whole lot of eloquence to persuade the present House that a handle to the name is worth £400 a year solid cash. Are not the extreme Radicals opposed to "the sale of titles"? You may guarantee they are; in this case, anyway.

FAMOUS CHINESE PAINTINGS.

Mr. Laurence Binyon, Assistant Curator of the Oriental Department at the British Museum, has drawn the attention of lovers of Chinese art to a series of reproductions of one of the most famous paintings in the world—the roll of Ku K'ai-chih. This has been in the possession of the Museum for ten years, but it was not for a long time that its authenticity was established, and the reproduction has just been issued, with notes by Mr. Binyon, proving beyond doubt that it is the work of the fifth century artist. As it was acquired along with a number of other paintings, it was at first thought that it was merely a copy of the original. The painting has been treasured by many Chinese Emperors, and that great eighteenth century Emperor, Ch'ien Lung, wrote: "It has a freshness of achievement not to be compassed by the afterborn. Of the painter's works it is the best. It has always been preserved in the quiet and retirement of the Palace." The original painting is on silk, much worn and repaired, but colour and line are wonderfully well preserved. It illustrates, in a series of nine scenes, a book entitled "Admonitions of the Instructress in the Palace."

FRENCH COLOURED TROOPS IN PARIS.

France in this last fortnight has been giving the first samples of her coloured troops ever seen in Paris a great time. They came over to attend the great review at Longchamps, and they represented Algeria, Senegal, the Congo, and Indo-China. In their gaudy uniforms they have enjoyed themselves to the full and have been among the most fêted visitors to the boulevards. One would think to see them occupying the seats around the tables at the outside cafés that they had been doing that sort of thing all their lives. At the Hotel de Ville the Mayor told them grandiloquently that in the future they would not be African or Tonguineese or Annamese, but Frenchmen, ready to fight and die for the Tricolour.



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[628-2]

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By their gentle purifying action Beecham's Pills accomplish wonderful mental and physical changes. They aid digestion and assimilation and enable you to enjoy the great benefit of the full nutriment in your food. They will keep you free from illness and help you to attain success by giving the mind energy, vigour and determination. They have a direct influence upon your bodily comfort and material welfare, and make living easy.

Sold in boxes labelled price 9d., 1/1d. & 2/6.

PILLS

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SCANDIA,"

Capt. Jochims, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Hongkong and/or Kowloon whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-DAY.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 19th inst., at 9.30 A.M.
No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex R.R. "Trelleborg" from Abus.
Ex S.S. "Germania" from Göteborg.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 15th August, 1913. [970]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM LEITE, MIDDLEBERG, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Aug. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 30th Aug., or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Aug., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by **GBB, LIVINGSTON & Co., Agents.**
Hongkong, 15th August, 1913. [971]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

P.M. S.S. "MONGOLIA,"

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and take immediate delivery of Cargo from alongside. Cargo impounding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining undelivered on TUESDAY, the 19th inst., at Noon, will be landed at Consignees' risk and expense.
Cargo remaining undelivered SATURDAY, 23rd August, at Noon, will, in addition to landing charges, be subject to storage charges.
No Fire Insurance whatever will be effected.
All chafed and otherwise damaged Cargo will be examined at the above Company's Godown FRIDAY, 22nd August, at 10 A.M.
No Claims will be entertained unless accompanied by short delivery note & list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.
All Claims must be filed on or before 16th Sept., otherwise they will not be recognized.
O. H. LITTELL, Acting Agent.
Hongkong, 16th August, 1913. [30]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "NIPPON MARU,"

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, 16th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.
No Fire Insurance whatever will be effected.
No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 23rd inst., at 5 P.M., will be subject to rent and landing charges.
All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on 27th inst., at 10 A.M.
All Claims must be filed on or before 30th inst., otherwise they will not be recognized.
S. MORIMOTO, Agent.
Hongkong, 15th August, 1913. [978]

THE SOTTO CASE.

A STATEMENT BY MR. SOTTO—AND A REPLY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir.—The third attempt of the Philippine Government to secure my extradition has at last been decided by the Hongkong Police Court in my favour, and I believe that the proper time has now come for me to say, frankly in the Hongkong Press, all that I feel about the matter, so that the cosmopolitan public of this hospitable island may be able to judge me, with perfect knowledge of the cause, inasmuch as I have not been given an opportunity to make a detailed explanation why I am accused of the crime of abduction, and why I am stigmatised as anti-American.

The Government of the Philippines alleges, as the legal ground to secure my extradition, that the American Judge, Mr. Adolph Wislizenus, of Cebu (there is no trial by Jury in the Philippines as in Hongkong), has found me guilty of the crime of abduction of a girl 17 years and 11 months old, by the name of Aquilina Vasquez, in 1908. Against this charge, I will limit myself to the following facts and documents:—

1.—According to the extradition papers, which are now in the possession of the Hongkong Police Court, there are two defendants in this case of abduction: my employee, Pio Datan, and myself.

2.—In the trial of this case, the girl declared that she left home of her own free will, with the object of marrying my employee, Pio Datan, and that all I did was to help them in their wedding ceremony. This declaration is corroborated by Pio Datan himself. (See record of the case.)

3.—I have in my office the marriage certificate of Aquilina Vasquez and Pio Datan, signed and sealed by the Filipino clergyman, Rev. Antonio Odjinar. Such marriage certificate is at any time at the disposal of the public.

4.—I have certified copies of two complaints still pending in the Cebu Court: one filed against Aquilina Vasquez and Pio Datan, charging them with illegal marriage on the ground that the girl married without the consent of her mother; the other complaint is filed against Rev. Antonio Odjinar, for having performed the illegal marriage above referred to. These certified copies are also at the disposal of the public.

5.—The certified copy of the firm and irrevocable sentence of the Filipino Judge, Hon. Mariano Cui, whose decision was that the marriage of Pio Datan and Aquilina Vasquez was *valid and real*, is also at the disposal of the public.

6.—On page 144 of the record of this abduction case, it appears that, when my attorney intended to present as an exhibit the Register of Marriages of the Municipality of Cebu, Judge Wislizenus said: "It is unnecessary. The Court admits the fact that the marriage took place before or after the marriage certificate was made."

With these facts and documents before us, where is the alleged crime of abduction which is so much cackled by my pursuers? How can there legally be a crime of abduction, when the supposed abducted girl herself denies it, and when she is validly and really married to another man? Ask any ordinary lawyer about this, and he will say: "In this case there can be everything, except abduction."

In the past three applications for my extradition, the crime of abduction has been alleged as the ground for legal action. But is the committing of this alleged crime the real motive of the three extradition proceedings? I will answer this question by citing the following facts and documents:—

(a).—As everybody knows, I have edited several newspapers in the Philippines, and I have been prosecuted 22 times for criminal libel and twice for sedition, on account of my campaigns against the abuses and excesses of the Republican Administration and the actions of some of its officials.

(b).—In the record-books of the Connaught Hotel (now the Astor House) can be seen that in the early days of November, 1907, I arrived in Hongkong and occupied a room in said hotel. In doing all this, I used my own name, leaving nothing in disguise.

(c).—The Hongkong Police Court is in possession of an official document which is identified by the Assistant Executive Secretary of the Philippine Government, Mr. Thomas Cary Welch, and in which it is an established fact that as long ago as February, 1908, the Philippine Government was officially informed that I was residing in Hongkong, and yet it made no attempt to apply for my extradition.

(d).—In January, 1910, a certain Eulogio Reyes Carrillo, an employee of the Philippine Constabulary, came to offer me my pardon and the office of Provincial Fiscal, provided that I should in turn reveal certain secrets concerning Japan and some Filipino conspirators.

(e).—Among the papers of the first extradition proceedings, which are now in the possession of the Hongkong Supreme Court, is a letter from the Governor General of the Philippines, addressed to me and signed by Executive Secretary Carpenter, showing that in February, 1910, the Philippine Government was aware that I was still residing in this Colony, and yet, it made no attempt on my extradition.

(f).—In October, 1911, I founded here *The Philippine Republic*, a fortnightly political journal, which is still being published. Its policy is: "We want the immediate restoration of the Philippine Republic by whatever means and in whatever form."

(g).—In the archives of the Eastern Extension Telegraph Company, a telegram from my brother, who is a member of the Philippine Parliament, can be found informing me, a few months after the foundation of *The Philippine Republic*, that because of my renewed political campaigns in the Press, the Philippine Government was contemplating to secure my extradition.

(h).—In August, 1912, a few months after the failure of the first attempt on my extradition, Mr. V. C. Parr, an employee of the *Mupila Daily Bulletin* and emissary of the Philippine Constabulary, came to my office to have an interview with me. He told me that he came to me in official representation of the Philippine authorities, and that, if I would only stop my political campaigns, that is, if I would stop publishing *The Philippine Republic* and help the Philippine Government instead, I would be granted pardon without staying a moment in gaol.

(i).—Last September, the Portuguese gentleman, Mr. Viriato Sousa, of Meyerink & Co., of Hongkong, handed me a letter from Mr. Parr, in which the offers of the Philippine Government were reiterated with the additional sum of \$5,000. The original copy of this letter is now kept in the office of my solicitor, Mr. Geo. K. Hall Brutton.

(j).—Mr. Leopoldo Rovira, the Provincial Fiscal of Bohol, was forced to hand his resignation last year, only for having addressed me a letter applauding the campaigns of *The Philippine Republic*.

(k).—According to *La Democracia*, of Manila, all correspondence to or from me are opened and detained in the Manila Post Office, by order of the authorities.

With these facts and documents in view, can it be seriously maintained that my extradition is wanted persistently for an alleged "ridiculous misdemeanour" now seven years old? Is it not pitifully plain that my extradition is wanted for purely political purposes? Did not Sir Francis Pigott, the ex-Chief Justice of the Hongkong Supreme Court, have reason in saying that "there can be no doubt that (Sotto) is a political offender, and that there can be no doubt that there is here a sufficient political atmosphere about his writing to make him a person obnoxious to the Philippine Government?"

In his declarations before Magistrate Tazoland, Mr. Welch said that the policy of *The Philippine Republic* is "down with all Americans and up with Sotto," and this is absolutely false. In the Public Library of the Hongkong City Hall can be found the complete files of *The Philippine Republic*, and I challenge Mr. Welch to show me an article in those files to prove his unwarranted assertion. The Assistant Executive Secretary confuses Anti-Imperialism with Anti-Americanism. My journal is not against the noble sons of America, but only against the members of the Republican Party and some pseudo-democrats, who, like my friend Welch, are in the employ of the Imperialists, the most bitter opponents of my country's independence. How can a journal whose agents and supporters in the United States are prominent members of the Democratic Party and the Boston Anti-Imperialist League be Anti-American? Are President Wilson, Secretary Bryan, Senator Stone, Congressman Jones, General Miles, Prof. Schurman, Mr. Carnegie, and a host of other illustrious American patriots also anti-American, because they favour Philippine independence?

I loath to end this without telling the American Imperialists, who form the Philippine Government, not to worry much about my return to the Philippines. I am only waiting the change of government officials there. As soon as the democrats appointed by President Wilson come to the Philippines, I will immediately return to Manila, without any extradition proceedings whatever, because I have confidence that the democratic administration will do me justice. Let me reiterate here what I have always said:—I ask for justice not clemency, because I am not guilty of any crime. I do not want to return now, because I know that the present putrid Government of my country cannot and will not give me a square deal. To ask them for justice would be trying to squeeze blood from radishes.

The foregoing are facts either admitted

In the meantime, what the Imperialist authorities of the Philippines should do is to pay me an indemnity for the moral and material damages occasioned by the three unsuccessful and malicious attempts to obtain my extradition, without waiting my taking the matter before the Courts. I say this, because, judging from the extradition papers presented before the Court, though the last application for my surrender appears to be signed by the American Consul-General, the present Government in Washington has had neither participation nor knowledge of this scandalous case. It has been purely and absolutely the work of the present authorities in the Philippines, and, therefore, they are the only ones responsible for the consequences.—Yours, etc.,

VICENTE SOTTO.

Editor, *The Philippine Republic*, Hongkong, August 16th, 1913.

APPEAL COURT'S JUDGMENT IN THE ABDUCTION CASE.

In view of the statements made by Mr. Sotto in the foregoing letter in reference to the charge of abduction, it is only fair to the American Authorities, whose *bona fides* are impugned in the letter, that their side of the case should be stated. With that object we quote below the judgment delivered on November 20th, 1907, on the appeal made by Vicente Sotto *et al* against a conviction by the Court of First Instance. The judgment is prefaced by the following notes:—

Abduction; Principal; Accomplice.—When a servant, at the instigation of his master, assists in inducing a girl to leave her home for immoral purposes, the master is the principal and the servant his accomplice.

WILLARD, J.:—At half-past-ten on the night of August 1st, 1908, Aquilina Vasquez, a girl less than 18 years of age, left the house of her mother in Cebu without the latter's knowledge or consent and went to the house of Luis Crisologo, where she passed the night. She took with her the defendant Pio Datan. Crisologo compelled them to leave the house on the next day and they went to a house in Sambag in the same city. The mother, searching for her daughter, did not discover her whereabouts until the 3rd of August. She then made a complaint to the provincial fiscal, who commenced an investigation. On the 4th of August, Pio Datan was taken from the house in Sambag by a messenger of the fiscal and carried to the latter's office. It is claimed by the defendants that on that same day Aquilina Vasquez and Pio Datan were married in the house. Such proceedings were had by the fiscal that on the 10th day of August, 1908, the complaint in this case was filed in the Court of First Instance of the Province of Cebu against Vicente Sotto and Pio Datan, charging them with the crime of *rapt*.

Judgment was entered in the Court below convicting the defendants and sentencing the defendant Sotto to four years and two months of prison correctional, and Pio Datan to four months of arresto mayor, and to pay to Genoveva Daclisan, the mother of Aquilina Vasquez, P.1,000. From this judgment the defendants have appealed.

Some of the facts in the case are admitted by the defendants. Among these are the following:—Vicente Sotto and Aquilina Vasquez prior to the 1st of August, were friends. Sotto said that he was accustomed to meet her occasionally in the clubs, and, moreover, was a friend of the family. Pio Datan was Sotto's washerman. Sotto, on the afternoon of the 1st of August, made an arrangement with Crisologo for the renting of his house, the occupation to commence that night. On the night in question Sotto, Mr. Aquilina Vasquez and Pio Datan after they had left her mother's house at a place previously agreed upon between them, took the two to the house of Crisologo, entered the house, and with Aquilina Vasquez went into the room, where she passed the night. The two persons who claimed to have been witnesses to the marriage alleged to have taken place on the 4th both worked for Sotto in the office of his newspaper *Ang Sagwa*. Without any previous arrangement with them, the priest who is said to have performed this ceremony went to the office of the newspaper for them on the morning of the 4th of August. Sotto was in the house of Aquilina Vasquez on the 5th day of August.

Among the facts alleged by the Government and not denied by the defendants are the following: Juan Villagonzalo, one of the witnesses to the alleged marriage, and employed by Sotto in his newspaper office, on the 6th day of August brought to the office of the provincial fiscal the card of Vicente Sotto, on which the latter asked if the fiscal had not yet finished with this matter. The assistant fiscal then told Juan Villagonzalo that it had not been finished and that he was about to ask the judge of the Court of First Instance for an order compelling Aquilina Vasquez and Pio Datan to appear in answer to the citation thereto issued for them. Villagonzalo then said that there was no necessity for that, and after a short time he returned, bringing with him Pio Datan and Aquilina Vasquez. When the messenger of the fiscal went to bring Pio Datan on the 4th of August, the latter said to him that he could not go because he was waiting for Vicente Sotto.

The foregoing are facts either admitted

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by the defendants or not denied by them, but there are in the case many other questions of fact about which there was a sharp conflict in the evidence. After considering such evidence we think that the following facts are established: On the 29th of July Sotto wrote a letter to Aquilina Vasquez protesting his love for her and urging her to leave her house and go with him. This letter was sent by a messenger and received by Aquilina either on the 30th or the 31st day of July. Without considering the testimony of Enero Ocasio, that of Juan Abellana establishes the fact that Sotto, instead of meeting Aquilina Vasquez where he says he did on the night in question, waited for her in a carriage in front of her house. He told Crisologo when he was just arriving from Bohol. The evidence also satisfies us that instead of leaving Crisologo's house at once on the night of the 1st of August, as he and his witnesses say he did, he remained there for some considerable time and did not leave until the middle of the night. All of the witnesses agree that on that night Pio Datan slept in the sala and Aquilina Vasquez in another room. After Aquilina Vasquez, with Pio Datan, had left the house of Crisologo, and gone to the house in Sambag, Sotto brought there various housekeeping effects.

While she was in this house Sotto visited her day and night. On the 5th he told the mother of Aquilina that now that the honour of her daughter had been lost, she, the mother, should overlook it and not create a public scandal, and he advised her to withdraw the prosecution which she had commenced. He made the same statement at the same time and place to Miguel Abella. Sotto went to the office of the prosecuting attorney on the 4th and took Pio Datan therefrom at about 11 o'clock.

The defendants claim that a legal marriage was celebrated on the 4th of August between Aquilina Vasquez and Pio Datan and that the effect of this was to pardon both Sotto and Pio Datan. We are satisfied from the evidence in this case that no such marriage ever took place. Pio Datan was taken from the house in Sambag on the morning of the 4th by a messenger from the prosecuting attorney's office. One of the witnesses who accompanied this messenger testified that after leaving the house with Pio Datan they passed the Cathedral and the clerk there indicated that it was 25 minutes past 8. The assistant prosecuting attorney testified that they arrived at his office before 9 o'clock. The witnesses

Claencia, Genoveva, Degracias, and Probst testified that they were at the house in Sambag from about 8 in the morning till nearly 12. Some of the witnesses testified that they saw a priest there, but they all testified that nobody entered the house. The witnesses for the defendants, in attempting to fix the hour when the alleged marriage was celebrated, varied a great deal in their testimony. Aquilina was positive that it was between 10 and 11 o'clock. The priest was utterly unable to fix the time and begged the Court not to allow the prosecuting attorney to ask him any more questions in regard to that point. One of the alleged witnesses, Juan Villagonzalo, testified that he was accustomed to leave his house before 8 o'clock and that by hurrying he could get to the office of *Ang Sagwa* in twelve minutes, but if he walked slowly it would take about half an hour; that he thought that morning it took him about fifteen minutes and that he was there when the priest arrived. All of the witnesses for the defendants agree that when the priest, with the two witnesses, Filomeno Roble and Juan Villagonzalo, went to the house the first time they could not enter; that Roble thereupon took the party to another house, left them there, and himself went in search of a policeman; that he found a policeman and brought him to the house, and that he then went for his companions and brought them there.

The witnesses for the Government testified that the policeman, a priest, Roble, and another person were at the house between 11 and 12. Whether or not the priest actually went into the house, as testified to by the defendants' witnesses, is, in our opinion, entirely immaterial. In our opinion, entirely immaterial. In our opinion, entirely immaterial. In our opinion, entirely immaterial.

It appears from the evidence that the priest in question was at the time 23 years of age and that he was the acting priest of the Independent Filipino Church in Cebu; that he was appointed to the office on the 1st day of August of that year, and that his appointment was made by the then priest and secretly.

On the 5th day of August Aquilina Vasquez told her mother in the house in Sambag, in the presence of Sotto, that she had not been married and that the whole thing was a farce. Sotto, himself, at the same place and on the same day, told Miguel Abella that Pio Datan and Aquilina Vasquez were not married and that the whole thing was a "cover."

Reviewing all the evidence in the case, we find that a day or two before the 1st day of August, 1908, the defendant Sotto

urged Aquilina Vasquez to leave her mother's house and go with him for immoral purpose; that she did leave her house at that time with him, went to the house of Crisologo, where they passed the night in the same room, and that he visited her often during the following days and nights. No marriage was ever celebrated between Aquilina Vasquez and Pio Datan. It is very probable that, for the purpose of relieving himself from responsibility for his act, Sotto attempted to have such a marriage celebrated, but his purpose was never accomplished.

That part which Pio Datan played in this affair was a trivial one. He was mere servant of Sotto. No one can believe from the evidence that any relations of the kind claimed by the defendants ever existed between him and Aquilina Vasquez. He was a person placed at her orders by Vicente Sotto and their relations were those of a mistress and servant. She herself testified: "When I left the house, I took Pio Datan with me." Notwithstanding the subordinate relation which he bore to the other defendant, his connection with the affair was such as to make him responsible as an accomplice. The principal defendant, the man who really committed the crime, is Vicente Sotto.

Judgment of the Court below is modified by imposing upon Pio Datan four months and twenty-one days of arresto mayor instead of four months and by striking out the indemnity of P.1,000 in favour of Genoveva Daclisan, and in lieu thereof condemning the defendant Sotto to as dowry to Aquilina Vasquez P. and to maintain the offspring of relations with her, if there be any, all other respects the judgment of Court below is affirmed, with the cost of this instance against the defendants.

Whatever crimes may have been committed in connection with the celebration of marriage, which from the evidence in this case we hold to be false, can not be considered here, but must be left action by the proper officials.

Arellano, C.J., Torres, Johnson, and Tracey, J.J., concur.

Judgment modified; defendant convicted.

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MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 4 P.M.
JAPAN	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
YOKOHAMA, KOBE & MOJI	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	About 19th inst.
YOKOHAMA & KOBE via SHANGHAI	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 11 A.M.
Kobe & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 29th inst.
Kobe & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 11 A.M.
Kobe	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., P.M.
NAGASAKI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	To-morrow.
MOJI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	To-morrow.
TSINGTAU, W. Wai, Chefoo, NEWCHANG & T'AI	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 7 A.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 33th inst.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	About 23th inst.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 6 A.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 7th Sept.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	To-day, at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 4th Sept., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 1st Sept.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 4th Sept., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	To-morrow.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	End of Aug.
SHANGHAI, KOBE & YOKOHAMA	SILVIA...	Ger. str.	—	S. Barcham...	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 10 A.M.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						TO L'POOL						FROM VANCOUVER					
STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong	STEAMERS	Vancouver
EMPERESS OF JAPAN	27 Aug.	30 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	25 Sept.	2 Oct.	—	—	—	—	—	—	—	MONTEAGLE	23 July.
MONTEAGLE	30 Aug.	4 Sept.	6 Sept.	7 Sept.	10 Sept.	24 Sept.	2 Oct.	9 Oct.	18 July.	25 July.	EMPERESS OF JAPAN	30 July.	13 Aug.	14 Aug.	16 Aug.	18 Aug.	21 Aug.
EMPERESS OF RUSSIA	10 Sept.	12 Sept.	14 Sept.	16 Sept.	18 Sept.	27 Sept.	2 Oct.	9 Oct.	1 Aug.	8 Aug.	EMPERESS OF RUSSIA	13 Aug.	24 Aug.	25 Aug.	27 Aug.	29 Aug.	1 Sept.
EMPERESS OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.	15 Aug.	22 Aug.	EMPERESS OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.	15 Sept.	18 Sept.
EMPERESS OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.	29 Aug.	5 Sept.	EMPERESS OF ASIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.	26 Sept.	29 Sept.
EMPERESS OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.	12 Sept.	19 Sept.	EMPERESS OF JAPAN	24 Sept.	8 Oct.	9 Oct.	11 Oct.	13 Oct.	16 Oct.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC, VIA NEW YORK.
EMPERESS OF RUSSIA	£71.10
EMPERESS OF ASIA	£71.10
EMPERESS OF INDIA	£65 —
EMPERESS OF JAPAN	£65 —
MONTEAGLE	£43 —

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application. AROUND THE WORLD RATES in connection with Suez Mail Lines or TRANS-SIBIRIAN ROUTE. Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND." THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installations. Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C. For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to —

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

SHIPPING

ARRIVALS.

BERMUDA, German str., 4,600, Feldman, 17th August—Shanghai 14th August, General—Hamburg-Amerika Linie. DEWENT, British str., 1,500, Jenkins, 18th August—Sourabaya 6th August, Sugar—Chinese. ELAN, British str., 2,085, Smart, 17th August—Hankow 9th August, Ballast—Asiatic Petroleum Co. EIDER, Norwegian str., 875, E. Fingal, 10th August—Nevchwang 10th August, General—Chinese. FALLS OF ORCHY, British str., 3,139, H. Murehie, R.S.R., 18th August—Shanghai 14th August, Flour—Jardine, Matheson & Co. HAIYANG, British str., 1,362, A. E. Hodgins, 17th August—Swatow 10th August, General—Douglas, Lapraik & Co. KACHIDATE MARU, Japanese str., Murejuki, 18th August—Mito 12th August, Coal—Mitsui Bussan Kaisha. KUEICHO, British str., 18th August Canton. MATHURON, German str., 501, Schluikier, 18th August—Hankow 17th August, General—Jensen & Co. NARRONO, British str., 3,175, N. A. Starkey, 17th August—Mexico 18th July, Ballast—Chinese. SOSHU MARU, Japanese str., 1,110, K. Tashiro, 16th August—Swatow 15th August, General—Osaka Shosen Kaisha. TAMA MARU, Japanese str., 6,134, J. Toranaka, 17th August—Seattle 14th August, Flour and General—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. August 18th. FUKU MARU, Jap. str., for Wakamatsu. INDRAGIRI, British str., for Singapore. JINSA MARU, Jap. str., for Wakamatsu. KOTOHIRA MARU, Jap. str., for Ndwang. SHIBI, Russian str., for Suigou. SHIKING, French str., for Canton. SOSHU MARU, Japanese str., for Canton. TOO SHU, Chinese str., for Fanrang Bay.

DEPARTURES.

August 18th. HAINUN, British str., for Swatow. HAIYANG, British str., for Swatow. LINAN, British str., for Shanghai. YINGCHOW, British str., for Shanghai. CHOYANG, British str., for Shanghai. SHOSHU MARU, Japanese str., for Tamsui.

SHIPPING REPORTS.

The British str. *Devent* reports: Light breeze, fine and clear weather. The British str. *Path of Orchy* reports: Heavy gale throughout Sunday, decks continuously swept, ship under goose winged top sails. The British str. *Narrung* reports: Fine pleasant weather until the 16th August, 8 p.m., when a forerunner of the typhoon in the shape of a heavy squall struck the ship.

PASSENGERS.

ARRIVED. Per *Haiyang*, from Swatow, Mr. and Mrs. Ahrends, Mr. and Mrs. Knight and Mr. Davies. Per *Tama Maru*, for Hongkong, from Seattle, etc., Lieut. R. H. White, Mrs. S. N. White, Lieut. R. C. Blagrove, Mrs. A. J. Souza, Mrs. W. E. Hicks, Mrs. W. E. Hicks, Mrs. L. H. Egeberg, Master L. H. Egeberg.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Silene* left Moji on the 15th August, p.m., and may be expected here on or about the 19th August, p.m. The H.A.L. str. *Silene* left Shanghai on the 18th August, a.m., and may be expected here on or about the 21st August, p.m. The C.P.R. str. *Empress of Asia* left Nagasaki on the 17th August, at 6 p.m., and was due to arrive at Kobe on the 18th August, at 6 p.m. The C.P.R. str. *Empress of Japan* left Shanghai on the 18th August, and is due to arrive at Hongkong on the 20th August, at 8 p.m.

PASSED THE CANAL.

July 15th—*Idemecus*, Sumatra, Kroto, Wakana Maru. July 18th—*Ati Maru*, Austria. July 20th—*Benader*, Deutchland, Lutzow, Nubia, Patroclus, Sambla, Atrous, Senegambia. August 1st—*Armand Belic*, Sado Maru, Scharnhorst. August 5th—*Jason*, Alesia, Umedon. August 5th—*Antenor*, Kintuck, Nle, Stentor. August 12th—*Berary*, Diodot, Indian, Karber, Priv, Ludwip, Sunda, Annam, Tinn, Fure, Bulon, Kish. August 15th—*Indur*, Kaga Maru, Ganga, P. B. Friedrich, Soodra, Tanga Maru, Telemachus, Wray Castle, Den of Glamis, Paul Leed.

ARRIVALS AT HOME.

August 13th—*Jeric*, Segoria.

INDO-CHINA S. NAV. CO., LD.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "GOLY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SHANGHAI, KORE and MOJI on 20th August.
S.S. "DILVARA," 5,325 tons, Captain G. N. Ramago, R.N.R., will be despatched to YOKOHAMA, KORE and MOJI on 24th August.

WESTWARD.

S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched for SINGAPORE, PENANG and CALCUTTA on 20th August.
S.S. "TOBILLA," 5,295 tons, Capt. C. J. Swanson, will be despatched as above on 23rd August.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 19th August, 1913. AGENTS.

"THE BIG 4" OF THE PACIFIC MAIL S.S. CO.

FROM HONGKONG calling at	COMFORT.
SHANGHAI, NAGASAKI, KORE (via Inland Sea), YOKOHAMA and HONO.	
LULU (the "Paradise of the Pacific") through Service via	
NEW YORK to Europe.	
FROM HONGKONG calling at	SAFETY.
SHANGHAI, NAGASAKI, KORE (via Inland Sea), YOKOHAMA and HONO.	
LULU (the "Paradise of the Pacific") through Service via	
NEW YORK to Europe.	
FROM HONGKONG calling at	SPEED.
SHANGHAI, NAGASAKI, KORE (via Inland Sea), YOKOHAMA and HONO.	
LULU (the "Paradise of the Pacific") through Service via	
NEW YORK to Europe.	

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £35. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

Steamers	Tons	Starting
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 P.M.
PERIA	27,000	SATURDAY, 13th Sept., at Noon.
KOREA	18,000	SATURDAY, 20th Sept., at 1 P.M.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 P.M.
CHINA	10,200	TUESDAY, 14th Oct., at Noon.
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 P.M.
NILE	11,000	TUESDAY, 28th Oct., at 3 P.M.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 P.M.

Passengers holding through Tickets have the privilege of travelling by Train between KORE and YOKOHAMA Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	ARRIVE MANILA.	FROM MANILA.	ARRIVE HONGKONG.
13th Sept. ... PERIA	15th Sept.	14th Aug. ... MONGOLIA	16th Aug.
14th Oct. ... CHINA	16th Oct.	2nd Sept. ... PERIA	4th Sept.
22nd Oct. ... NILE	24th Oct.	10th Sept. ... KOREA	12th Sept.
29th Nov. ... PERIA	27th Nov.	24th Sept. ... SIBERIA	26th Sept.
30th Dec. ... CHINA	1st Jan.	2nd Oct. ... CHINA	4th Oct.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
R. C. MORTON, Agent.
Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES. FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR STEAMER TO SAIL

SHANGHAI, KORE AND YOKOHAMA	ARRIVE MANILA	FROM MANILA	ARRIVE HONGKONG
On 25th Aug., at 7 A.M.	14th Aug. ... MONGOLIA	16th Aug.	
On 26th Aug., at 1 P.M.	2nd Sept. ... PERIA	4th Sept.	
	10th Sept. ... KOREA	12th Sept.	
	24th Sept. ... SIBERIA	26th Sept.	
	2nd Oct. ... CHINA	4th Oct.	

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Intergovernmental passengers on their arrival in MARSEILLES.
For further particulars apply to
S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMER TONS DATE OF SAILING
SHANGHAI, YOKOHAMA, KORE and MOJI "YEDDO" 7,200 On 7th Sept.
For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 30th August. Connecting with "TYMERIC"
FROM COLOMBO: 12th Sept.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 19 AUGUST, 1913.

8 a.m. HONAM.	8 a.m. KINSHAN.
9 p.m. FATSHAN.	2 p.m. HEUNGSHAN.
10 p.m. KINSHAN.	5 p.m. HONAM.

WEDNESDAY, 20 AUGUST, 1913.

8 a.m. HEUNGSHAN.	8 a.m. FATSHAN.
9 p.m. HONAM.	2 p.m. KINSHAN.
10 p.m. FATSHAN.	5 p.m. HEUNGSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.
Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 24 AUGUST, 1913.

The Company's Steamship
"SUI AN"
Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAI-NAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
Via Singapore, Penang, Colombo, Aden, Suez and Port Said.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th Sept., at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), 250 1st, 136 2nd, 119 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 2nd Sept.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I £43.15, II £26.16.
Via Venice, Milan, St. Gotthard, Lucerne, Bern, Lausanne, Calais or Boulogne, Class I £43.16, II £26.16.
BY SEABOARD EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £29.11, II £18.9.
BY LAUREN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £27.10, II £16.16.
TO SHANGHAI
S.S. "AFRICA," 8,840 tons, will leave as above on 31st August, at 5 A.M.
FARES: Hongkong-Shanghai, 26 1st, £4 2nd, £2 3rd Class.
TO KORE VIA SHANGHAI, YOKOHAMA.
S.S. "AUSTRAL," 14,000 tons, will leave as above about 30th August.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WILBER & Co., Agents,
Hongkong, 18th August, 1913. Prince's Building.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU 22,000 tons.
S.S. CHIYO MARU 22,000 tons.
S.S. SHINYO MARU 22,000 tons.

S.S. NIPPON MARU 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU 11,000 tons. (Intermediate.)
Hongkong to San Francisco via China and Japan Ports and Honolulu.
Semi-tropical route—String Orchestra, Daily Tank Bathing, Cricket, Baseball, Dances, and Free Newspaper containing World's Happenings by Wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Pullman Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MIYAZAKI MARU Capt. Soyeda,	16,000	WED'DAY, 27th Aug., at Daylight.
FORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU Capt. F. E. Cope,	16,000	WED'DAY, 10th Sept., at D'light.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KORE, YOKOHAMA, SHIMIDZU and YOKOHAMA	TAMBA MARU Capt. Teranaka,	12,500	TUESDAY, Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AWA MARU Capt. R. Shimizu,	12,500	TUESDAY, 9th Sept., at 4 P.M.
CALCUTTA via SINGAPORE, PENANG & RANGOON	NIKKO MARU Capt. R. Takada,	9,600	WED'DAY, 27th Aug., at Noon.
BOMBAY via SINGAPORE, PENANG & RANGOON	KUMANO MARU Capt. M. Winkler,	9,300	WED'DAY, 24th Sept., at Noon.
KOBE and YOKOHAMA	KIRIN MARU Capt. M. Deguchi,	6,000	SATURDAY, 23rd August.
SHANGHAI, KORE and YOKOHAMA	BOMBAY MARU Capt. Tozawa,	6,000	MONDAY, 1st September.
NAGASAKI, KORE & YOKOHAMA	HIRANO MARU Capt. H. Fraser,	16,000	THURSDAY, 23th Aug., at 11 A.M.
KOBE	CEYLON MARU Capt. Neguchi,	12,000	WED'DAY, 20th August.
	KUMANO MARU Capt. M. Winkler,	9,600	TUESDAY, 26th Aug., at 11 A.M.
	KAMAKURA MARU Capt. Hori,	12,500	FRIDAY, 29th August.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241.

(11-12-13)

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO HONGKONG AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SATURDAY	FRIDAY
ARCADIA	August 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	Through Steamer	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	NOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

On and after the present date the Fares to London and Marseilles will be as follows:—

	1st Saloon	2nd Saloon	1st Saloon	2nd Saloon
LONDON	Accommodation Single £65. Return £97.	Accommodation Single £59. Return £89.	Accommodation Single £61. Return £91.	Accommodation Single £55. Return £83.
MARSEILLES	Accommodation Single £44. Return £66.	Accommodation Single £40. Return £60.	Accommodation Single £42. Return £62.	Accommodation Single £38. Return £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRADESHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due	Due
HONGKONG	MARSEILLES	LONDON	LONDON
About	About	About	About
NAMUR	August 20	Sept. 25	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NORE	October 1	November 5	Nov. 16
NILE	October 15	November 19	Nov. 29
SYRIA	October 29	December 3	Dec. 11
SUMATRA	November 12	December 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st Saloon £50 Single: £75 Return.

2nd Saloon £35 Single: £52 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES.	NAMUR... Capt. A. Collier...	10 A.M. 20th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA.	NORE... Capt. D. Asbury...	About 22nd Aug.	Freight and Passage.
SHANGHAI.	DEVANNA... Capt. W. H. Hickey...	About 23rd Aug.	Freight and Passage.
LONDON via USUAL PORTS OF CALL.	ARGOIA... Capt. S. Barnham...	Noon, 30th Aug.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT.

Superintendent.

Hongkong, 19th August, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
TSINGTAU, WEIHAIWEI, CHE- FOO, NEWCHANG & TIENTSIN.	"KUEICHOW"...	On 19th Aug., 4 P.M.
SAIGON, MANILA, CEBU and ILOILO.	"KANSA"...	On 20th Aug., 10 A.M.
SHANGHAI.	"AMERU"...	On 21st Aug., 4 P.M.
SHANGHAI.	"CHENAN"...	On 23rd Aug., 4 P.M.
MANILA, CEBU and ILOILO.	"TEAN"...	On 26th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN SCREW STEAMERS "CHINUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHU," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Hongkong, 19th August, 1913. TELEPHONE 36. AGENTS

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"...	Capt. A. E. Hodgins...	TUESDAY, 19th Aug., at 11 P.M.
"NANTAN"...	Capt. J. S. Rouch...	FRIDAY, 22nd Aug., at 11 A.M.
"HAICHING"...	Capt. W. C. Passmore...	TUESDAY, 26th Aug., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"...	Capt. J. W. Evans...	WEDNESDAY, 20th Aug., at 11 A.M.
		SUNDAY, 24th Aug., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier). During the Month of August FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 19th August, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
via MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM...	30th August	On 19th Sept., 11 A.M.
ST. ALBANS...	20th September	On 31st Oct., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,

AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE AND YOKOHAMA:	FOR MARSEILLES, HAVRE, DUNKIRK & HAMBURG:
S.S. UCKERMARK ... 28th Aug.	S.S. HERMUDA ... 30th Aug.
S.S. SENEGAMBIA ... 29th Aug.	FOR HAVRE, BREMEN & HAMBURG:
S.S. LIBERIA ... 11th Sept.	S.S. SILESIA ... 22nd Aug.
S.S. ALBENGA ... 20th Sept.	FOR MARSEILLES & HAMBURG:
S.S. SUBDMARK ... 20th Sept.	S.S. SAXONIA ... 24th Aug.
S.S. ARABIA ... 6th Oct.	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or):
S.S. SEGOVIA ... 20th Oct.	S.S. UCKERMARK ... 27th Aug.
S.S. ALTMARK ... 5th Nov.	FOR HAVRE, BREMEN & HAMBURG:
	S.S. CUEVIA ... 4th Sept.
	FOR MARSEILLES, ROTTERDAM, HAMBURG & BREMEN:
	S.S. O. J. D. ABLERS ... 7th Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 15th August, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES:

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 27,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU ...	A. G. Stevens ...	TUESDAY, 26th Aug., Noon.
TENYO MARU ...	E. Bent ...	MONDAY, 1st Sept., at Noon.
HONGKONG MARU ...	S. Togo ...	FRIDAY, 19th Sept., at Noon.
SHINYO MARU ...	H. S. Smith ...	THURSDAY, 25th Sept., at Noon.
CHIYO MARU ...	W. W. Greene ...	FRIDAY, 17th Oct., at Noon.

THE S.S. "NIPPON MARU" will be detached for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 26th August, at Noon.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANTO MARU, BUYO MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU ...	10,500 ...	SATURDAY, 4th Oct., at Noon.
ANTO MARU ...	18,500 ...	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU ...	17,200 ...	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	F. S. McMurtry	Manila, Cebu and Iloilo	On 25th Aug., 4 P.M.
RUBI ...	4000	J. Miller	Manila, Cebu and Iloilo	On 4th Sept., 4 P.M.

Electric Light. Passes in every Cabin. Competent Stewards Carried.

For Freight or Passage, apply to—SHEWAN, TOMES & Co., General Managers.

Hongkong, 18th August, 1913. PHILIPPINES S.S. Co.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

For VICTORIA, B.C. and TACOMA via JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"CANADA MARU"...	K. Hori ...	SATURDAY, 23rd Aug., at 1 P.M.
"TACOMA MARU"...	T. Hamada ...	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU"...	J. Kanao ...	WEDNESDAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"...	T. Saito ...	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"...	N. Kobayashi ...	WEDNESDAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"...	Goto ...	THURSDAY, 30th Oct., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PORT SWETTENHAM,

PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"LUZON MARU"...	A. Yamamoto ...	THURSDAY, 4th Sept., 4 P.M.
"SAIGON MARU"...	T. Yamaguchi ...	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"...	K. Komiya ...	THURSDAY, 25th Oct., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"...	T. Yamaguchi ...	FRIDAY, 22nd Aug., P.M.
"INDO MARU"...	K. Komiya ...	SATURDAY, 20th Sept., P.M.
"LUZON MARU"...	H. Yamamoto ...	THURSDAY, 30th Oct., P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW via SWATOW AND AMOY.

FOR TAMSUI via SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIJO MARU"...	Y. Yamamoto ...	WEDNESDAY, 27th Aug., at 2 P.M.
"DAIGI MARU"...	S. Tokushige ...	SUNDAY, 24th Aug., at Noon.
"SHOSHU MARU"...	T. Fuchigami ...	

FOR ANPING AND TAKAO via SWATOW AND AMOY.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"...	K. Tashiro ...	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Sooyip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor, No. 1, Queen's Building.

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 575 ft.	Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

92 buildings, principally of brick and steel, 310 entrances. 57 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

[712]

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.	"PRINCESS ALICE," Capt. J. Bonfeldt...	21,300	Thursday, 21st Aug., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA.	"LUETZOW," Capt. H. Fextor...	17,300	About Wed. day, 22th Aug.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE.	"PRINZ WALDEMAR," Capt. H. Bremer...	6,000	Saturday, 6th Sept., at 9 A.M.
KOBE and YOKOHAMA.	"PRINZ WALDEMAR," Capt. H. Bremer...	6,000	About Tuesday, 19th Aug.
JESSELTON, KUDAT and SANDAKAN.	"BORNEO," Capt. J. Koshler...	5,000	About End of August.

All the Steamers of the European Line are fitted with Wireless Telegraphy

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 19th August, 1913.

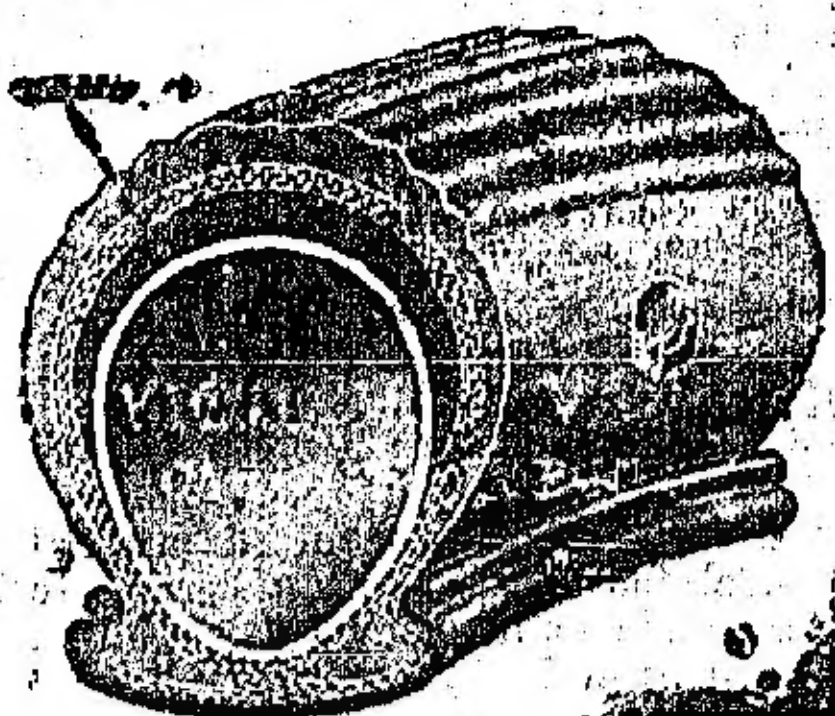
CHINA COAST METEOROLOGICAL

REGISTER.

18th August, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind. Direction. } Force.	Weather.
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PETER'S UNION



the most durable and economical
PNEUMATIC

for
RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 18th August, 1913.

[4-35]



LEONHARDT'S

INKS, GUMS, TYPEWRITER RIBBONS
ARE THE BEST!

**LEONHARDT'S
CARBON PAPER**

(PURPLE).
\$3.50 only Per Box of 100 Sheets.
RETAIL:

WING HING, STATIONER,
25, WELLINGTON STREET.

WHOLESALE:

HUGO C. A. FROMM,

20, DES VUEX ROAD CENTRAL, 1st Floor.

Hongkong, 18th August, 1913.

[4-13]

GRAETZIN WIRE LAMPS

BRIGHT

DURABLE

ECONOMICAL.



65 CENTS

PER PIECE

16 C.P. 50 C.P.

EHRICH & GRAETZ, BERLIN.
HUGO C. A. FROMM,

GENERAL AGENT.

Hongkong, 18th August, 1913.

[4-19]

NOTICE POST OFFICE

The *Montagu*, with the Canadian Mail, and Mails from London (via Siberia) of Friday, the 1st instant, left Shanghai on Saturday, the 16th, at 10 a.m., and may be expected to arrive here to-day.

The *Luzon*, with the German Mail, left Singapore on Friday, the 15th inst., at 4 p.m., and may be expected to arrive here to-morrow, at daylight.

The *Empress of Japan*, with the Canadian and American Mail on *Tenyo Maru*, left Shanghai on Monday, the 18th inst., at 7.30 a.m., and is expected to arrive here to-morrow, at 6 p.m.

FOR	DATE
Swatow, Amoy and Foochow	Tuesday, 19th, 10.00 A.M.
Swatow	Tuesday, 19th, 1.00 P.M.
Swatow	Tuesday, 19th, 1.15 P.M.
Swatow	Tuesday, 19th, 2.00 P.M.
Swatow, Amoy and Foochow	Tuesday, 19th, 3.00 P.M.
Swatow	Tuesday, 19th, 3.00 P.M.
Swatow	Tuesday, 19th, 3.00 P.M.
Swatow	Tuesday, 19th, 3.00 P.M.
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Swatow	Tuesday, 19th, 1.00 P.M.
Swatow	Tuesday, 19th, 1.15 P.M.
Swatow	Tuesday, 19th, 2.00 P.M.
Swatow, Amoy and Foochow	Tuesday, 19th, 3.00 P.M.
Swatow	Tuesday, 19th, 3.00 P.M.
Swatow	Tuesday, 19th, 3.00 P.M.
Swatow	Tuesday, 19th, 3.00 P.M.
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Swatow	Tuesday, 19th, 3.00 P.M.

COMMERCIAL.

CLOSING QUOTATIONS,
August 18th.

ON LONDON:	
Telegraphic Transfer	111 1/2
Bank Bill, on demand	111 1/2
Bank Bill, at 30 days' sight	111 1/2
Bank Bill, at 4 months' sight	111 1/2
Credit, at 4 months' sight	111 1/2
Documentary Bill, at 4 months' sight	111 1/2
ON PARIS:	
Bank Bill, on demand	251
Credit, at 4 months' sight	255
ON GERMANY:	
On demand	203
ON NEW YORK:	
Bank Bill, on demand	48 1/2
Credit, at 60 days' sight	49 1/2
ON BOMBAY:	
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON CALCUTTA:	
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON SHANGHAI:	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
ON YOKOHAMA:	
On demand	97
ON MANILA:	
On demand	97 1/2
ON SINGAPORE:	
On demand	85 1/2
ON BATAVIA:	
On demand	120 1/2
ON HAIPHONG:	
On demand	14 1/2 p.m.
ON SAIGON:	
On demand	1 1/2
ON BANGKOK:	
On demand	77 1/2
SOVEREIGNS, Bank's Buying Rate	110.00
GOLD LEAF, 100 fine, per tael	852.50
BAR SILVER, per oz.	27 1/2

SUBSIDIARY COINS.	per cent.
Chinese	20 cents pieces
Chinese	10 " "
Hongkong	10 " "
Hongkong	10 " "

MAILS VIA SIBERIA.	Due
London	August 11th.
Shanghai	August 11th.

SHARE LIST.—QUOTATIONS.

HONGKONG 18TH AUGUST, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS.					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$780, x. div. buy	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$10, buy. div.	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4 1/2	
China Provision, Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$8 1/2, sellers	7 1/2 p.c.
COTTON MILLS.					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 124	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$12	all	\$9 1/2	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$26 1/2, buyers	5 p.c.
DOCKS AND WHARVES.					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$95, buyers	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$84, sellers	3 p.c.
New Amoy Dock Co., Limited	10,000	\$63	all	\$8 1/2, sellers	7 1/2 p.c.
S'hai. Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 53	
S'hai. and Hongkew Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 107	
Green Island Cement Co., Limited	400,000	\$10	all	\$6 1/2	
Hongkong Electric Co., Limited	60,000	\$10	all	\$38 1/2	
Hongkong Hotel Company, Limited	12,000	\$50	all	\$12 1/2, buyers	5 p.c.
Maasie Metropole Hotel, Limited	15,000	\$5	all	\$9 1/2, buyers	
Hongkong Ice Company, Limited	5,000	\$5	all	\$17 1/2, x. div. sel.	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$25	
H'kong & South China Steam Fishers Co., Ltd.	15,000	\$10	all	\$2, buyers	9 1/2 p.c.
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$7 1/2	all	\$7 1/2, buyers	
INSURANCES.					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$297, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$147, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$337, buyers	7 1/2 p.c.
North-China Insurance Co., Limited	10,000	\$15	all	Tls. 137 1/2	
Union Insurance Society, Limited	12,400	\$250	\$50	\$100, buyers	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$190, @ Ex 73	
LAND AND BUILDING.					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$115 1/2, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$9 1/2, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$46, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 38	
West Point Building Co., Limited	12,500	\$50	all	\$72, sellers	5 1/2 p.c.
Maatschappij tot Exploitatie van Landbouw	25,000	Gds. 10	all	Tls. 22 1/2, sel. & buy.	
MIXING.					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$0 1/2	
Heowood Tin and Rubber Estate, Ltd.	825,000	\$1	all	\$3 1/2	
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3 1/2, sellers	
Tromps Mining, Limited	100,000	\$1	all	\$7 1/2, buyers	
Peak Tramways Co., Limited	25,000	\$10	all	\$10	
Philippine Co., Limited	50,000	\$10	all	\$0.90	
Pulpes et Papeteries du Tonkin Societe des	75,000	\$10	all	\$5	
REFINERIES.					
China Sugar Refining Co., Limited	20,000	\$100	all	\$98, sel. & buy.	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35, sellers	
STEAMSHIP COMPANIES.					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$9, buyers	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$59, sales	7 1/2 p.c.
H'kong, Canton & Macao S.S. Co., Ltd.	60,000 pref.	\$15	all	\$77, L'don sel.	
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$25	all	\$109	
Shell Transport & Trading Co., Ltd.	2,500,000	\$10	all	\$54, buyers	5 p.c.
Star Ferry Company, Limited	3,000	\$10	all	\$22	3 1/2 p.c.
South China Morning Post, Limited	6,000	\$25	all	\$44, sellers	
Steam Laundry Company, Limited	20,000	\$5	all	\$4 1/2	
STORES AND DISPENSARIES.					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Powell, Wm., Limited	15,000	\$7	all	\$11, sellers	4 p.c.
Watson & Co. A. S., Limited	90,000	\$10	all	\$7 1/2, buyers	
Weissmann, Limited	3,000	\$10	all	\$3 1/2, buyers	
Union Waterboat Co., Limited	50,000	\$10	all	\$17 1/2	5 1/2 p.c.

Para Rubber in London	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1835	Tls. 767,200	Tls. 280	7 1/2 p. annum	Par.

VERNON & SMYTH, Share Brokers.

FORTHCOMING EVENTS.

DATE.	EVENT.
Thursday, 28th August	11.30 a.m.—The China and Manila Steamship Co., Ltd. Meeting of Shareholders.
Tuesday, 2nd September	11 a.m.—Auction of H.M.S. <i>Atarity</i> on board at H.M. Naval Yard.
11 a.m.—Auction of H.M.S. <i>Handy</i> and H.M.S. <i>Jaune</i> on board at H.M. Dockyard.	

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BY

CAPTAIN C. V. LLOYD.

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